

***Civil Aviation Authority***



**CAA Monthly Statistics**  
**(up to and including July 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                      Tel. 01 379 7311 Ext. 2504 (Airline Statistics and General Enquiries)  
 45/59 Kingsway  
 London WC2B 6TE                      Ext. 2676 (Airport and Air Passenger Statistics)

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

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

The series comprise:

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

## ACTIVITY AT UK AIRPORTS

### 1 Air Transport Movements

During July 1980 UK airports handled 93 000 air transport movements (0.9 per cent growth when compared with the same month in the previous year); of which 5.6 per cent were all-cargo movements. The number of scheduled movements fell by 2.4 per cent and the number of charter movements rose by 9.2 per cent. The UK operators' share of scheduled movements rose by 0.5 percentage points to stand at 77.5 of the total and their share of charter movements rose by 2.9 percentage points to stand at 86.4 per cent of the total.

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

The London area airports handled 43 000 air transport movements (a fall of 1.5 per cent when compared with July 1979); of which 5.2 per cent were all-cargo movements. Only Gatwick and Luton reported increases in the number of air transport movements (1 012 additional movements; 8.2 per cent growth and 435 additional movements; 15.7 per cent growth respectively). Heathrow reported the heaviest fall in movements handled (1 370 fewer movements; 5.2 per cent decline) followed by Southend with 444 fewer movements (30.9 per cent decline) and Stansted with 282 fewer movements (46.4 per cent decline).

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

Outside the London area UK airports handled 51 000 air transport movements (3.0 per cent growth when compared with July 1979); of which 5.9 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (1 209 additional movements; 22.9 per cent growth) followed by Manchester with 685 additional movements (12.7 per cent growth) and Belfast with 321 additional movements (11.8 per cent growth). Norwich reported the heaviest fall in movements handled (271 fewer movements; 21.9 per cent decline) followed by Tees-side with 225 fewer movements (17.9 per cent decline) and Prestwick with 217 fewer movements (18.1 per cent decline).

### 2 Terminal Passengers

UK airports handled 6.3 million terminal passengers during July 1980 (a fall of 1.3 per cent when compared with the same month in the previous year). The number of scheduled terminal passengers fell by 5.0 per cent and the number of charter terminal passengers rose by 8.4 per cent. The UK operators' share of scheduled terminal passengers rose by 1.3 percentage points to stand at 64.7 of the total and their share of charter

terminal passengers rose by 4.2 percentage points to stand at 77.2 per cent of the total.

#### 2.1 Terminal Passengers at London Area Airports

4.3 million terminal passengers were handled by the London area airports (a fall of 2.3 per cent when compared with July 1979). Only Gatwick reported an increase in terminal passengers (154 639 additional passengers; 14.9 per cent growth). Heathrow reported the heaviest fall in passengers handled (227 036 fewer passengers; 7.6 per cent decline) followed by Stansted with 19 678 fewer passengers (40.1 per cent decline); Southend with 6 578 fewer passengers (29.0 per cent decline) and Luton with 3 439 fewer passengers (1.3 per cent decline).

#### 2.2 Terminal Passengers outside the London Area

UK airports outside the London area handled 2.0 million terminal passengers (1.0 per cent growth when compared with July 1979). Manchester reported the greatest increase in passengers handled (80 152 additional passengers; 18.1 per cent growth) followed by East Midlands with 10 778 additional passengers (16.0 per cent growth) and Newcastle with 5 973 additional passengers (5.7 per cent growth). Liverpool reported the heaviest fall in passengers handled (14 793 fewer passengers; 24.5 per cent decline) followed by Edinburgh with 13 761 fewer passengers (10.1 per cent decline) and Isle of Man with 13 258 fewer passengers (24.4 per cent decline).

#### 2.3 International Terminal Passengers

During July 1980 4.8 million terminal passengers used international services (a fall of 0.8 per cent when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 21.6 per cent of all international scheduled passengers) followed by those to France (carrying 10.0 per cent) and those to West Germany (carrying 8.3 per cent). The most heavily used international charter services were those to Spain (carrying 32.1 per cent of all international charter passengers) followed by those to Greece (carrying 12.8 per cent) and those to Italy (carrying 11.5 per cent.)

### 3 Cargo

62 000 tonnes of cargo were handled by UK airports during July 1980 (a fall of 6.0 per cent when compared with the same month in the previous year); of which 43.4 per cent was carried on all-cargo flights. The number of scheduled tonnes fell by 4.6 per cent and the number of charter tonnes fell by 11.9 per cent. The



UK operators' share of scheduled tonnage fell marginally to stand at 42.7 per cent of the total and their share of charter tonnage fell by 5.2 percentage points to stand at 85.7 per cent of the total.

### **3.1 Cargo at London Area Airports**

The London area airports handled 51 000 tonnes of cargo (5.3 per cent decline when compared with July 1979); of which 38.8 per cent was carried on all-cargo flights. Only Luton and Southend reported increases in tonnage handled (714 additional tonnes; more than one-fold growth and 2 additional tonnes; 0.3 per cent growth respectively). Heathrow reported the heaviest fall in tonnage handled (2 790 fewer tonnes; 6.6 per cent decline) followed by Stansted with 438 fewer tonnes (61.8 per cent decline) and Gatwick with 336 fewer tonnes (3.4 per cent decline).

### **3.2 Cargo outside the London area Airports**

Outside the London area handled 11 000 tonnes of cargo (a fall of 9.0 per cent when compared with July 1979); of which 65.3 per cent was carried on all-cargo services. Sumburgh reported the greatest increase in tonnage handled (80 additional tonnes; 41.2 per cent growth) followed by Blackpool with 38 additional tonnes (8.8 per cent growth) and Newcastle with 31 additional tonnes (34.4 per cent growth). Prestwick reported the heaviest fall in tonnage handled (407 fewer tonnes; 26.0 per cent decline) followed by Liverpool with 219 fewer tonnes (10.7 per cent decline) and Glasgow with 176 fewer tonnes (12.9 per cent decline).

### **OUTPUT OF UK AIRLINES**

The output of UK airlines for all services in July 1980 was 1 310 million available tonne-kilometres, an increase of 4.4 per cent on July 1979.

The scheduled service output of 946 million available tonne-kilometres was 12.5 per cent higher than a year earlier. The overall load factor was 61.5 per cent, compared with 67.2 the previous year. Seat kilometres used were 66.1 per cent of those available. Seat factors on domestic and international scheduled services were 63.9 and 66.3 per cent respectively compared with 68.1 and 73.3 per cent a year earlier. The non-scheduled output of 365 million available tonne-kilometres was 12.0 per cent lower than in July 1979. Advance Booking and other Charters on Classes 2 and 4 licences and Inclusive Tour Charters on Class 3 licences accounted for 47.6 and 225.8 million available tonne-kilometres respectively compared with 37.0 and 184.9 a year earlier.

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

## **Part 1**

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

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

**Table 1.1**

	Output in available tonne – kilometres (000 000)	Percentage of all tonne – kilometres available
British Airways	7 905	60.40
British Caledonian Airways	1 058	8.08
Laker Airways	968	7.40
Britannia Airways	614	4.69
Dan-Air Services	433	3.31
Tradewinds Airways	293	2.24
British Cargo Airlines (b)	287	2.19
British Midland Airways	280	2.14
British Airtours	269	2.06
Monarch Airlines	255	1.95
Air Europe	121	0.92
Air UK (c)	120	0.92
Scimitar Airlines	96	0.73
Pelican Air Transport	88	0.67
Transmeridian Air Cargo	63	0.48
Air Transcontinental	55	0.42
Orion Airways (e)	51	0.39
Redcoat Air Cargo	26	0.20
Air Bridge Carriers	25	0.19
British Airways Helicopters	13	0.10
Bristow Helicopters	11	0.08
Other (23 airlines)	55	0.42

- (a) Excludes Air-Taxi operations.
- (b) Formerly IAS Cargo Airlines.
- (c) Amalgamation of Air Anglia and British Islands Airways.
- (d) Ceased operations November, 1979.
- (e) Commenced operations April, 1980.

# 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>			
July 1979	12 436	8 474	3 962
July 1980	13 107	9 460	3 647
<b>Latest year's growth (percentages)</b>	5.4	11.6	-8.0
<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			As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Cargo (000 000)	Passengers (000 000)					
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1	
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3	
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5	
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5	
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5	
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0	
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1	
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0	
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.0	63.0	
1979	8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8	
1978	1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
	2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
	3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
	4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979	1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
	2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.7	64.8
	3rd quarter	2 523.7	1 715.5	43.5	287.3	1 384.6	68.0	20 537.6	15 183.4	73.9
	4th quarter	2 192.2	1 353.8	51.2	284.0	1 018.7	61.8	17 852.1	11 129.3	62.3
1980	1st quarter	2 116.1	1 242.8	43.1	272.1	927.5	58.7	17 227.5	10 251.0	59.5
	2nd quarter	2 523.2	1 457.8	41.7	300.7	1 115.5	57.8	20 698.4	12 462.5	60.2
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	4 674.3	2 627.1	56.2
	March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
	April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
	May	796.3	464.5	15.0	95.4	355.1	58.3	6 478.1	3 897.5	60.2
	June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.5	4 310.4	70.5
	July	840.6	564.7	14.1	94.4	455.2	67.3	6 839.7	4 988.0	72.9
1980	January	727.6	410.9	14.2	81.8	314.9	56.5	5 943.1	3 480.3	58.0
	February	659.9	377.4	14.0	90.8	272.5	57.2	5 363.9	3 013.8	56.2
	March	728.6	454.5	14.9	99.5	340.1	62.4	5 920.5	3 756.9	63.5
	April	771.9	444.0	13.7	94.5	335.8	62.9	6 268.2	3 739.5	59.7
	May	857.7	483.7	14.0	102.3	367.4	56.4	7 053.1	4 107.4	58.2
	June	839.6	530.1	14.0	103.9	412.3	59.3	7 377.1	4 615.6	62.6
	July	945.6	581.9	14.3	102.2	465.3	61.5	7 881.8	5 211.5	66.1

# Scheduled Services by UK Airlines

**Table 1.3.2**

## International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers used (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1970	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977	6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978	7 714.8	4 651.3	170.3	977.2	3 503.8	60.3	60 234.8	37 996.9	63.1
1979	8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
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
1980 1st quarter	2 016.5	1 190.8	42.4	270.5	878.0	59.1	16 171.2	9 661.0	59.7
2nd quarter	2 404.9	1 394.9	40.6	299.0	1 055.3	58.0	19 483.4	11 742.7	60.3
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	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
March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.7	3 507.8	64.2
May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
June	716.1	478.7	14.8	91.9	372.0	66.8	5 711.7	4 042.9	70.8
July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.3	4 688.1	73.3
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
March	694.4	435.4	14.7	98.9	321.8	62.7	5 555.7	3 539.0	63.7
April	734.7	424.3	13.4	94.0	316.9	57.8	5 884.5	3 514.9	59.7
May	817.4	463.0	13.6	101.7	347.7	56.6	6 639.6	3 870.2	58.3
June	852.8	507.6	13.6	103.7	390.7	59.5	6 959.3	4 357.6	62.6
July	901.9	557.1	14.0	101.6	441.5	61.8	7 434.9	4 925.9	66.3



# 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		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	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9	
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5	
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8	
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5	
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0	
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7	
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8	
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0	
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1	
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3	
1978	1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
	2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
	3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
	4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979	1st quarter	83.6	46.2	0.9	2.7	42.8	55.3	867.7	505.3	58.2
	2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
	3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.0	68.5
	4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1980	1st quarter	99.7	52.0	0.9	1.7	49.5	52.2	1 056.3	590.0	55.9
	2nd quarter	118.3	63.0	0.9	1.8	60.0	53.3	1 215.0	719.9	59.3
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
	March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
	April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
	May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
	June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
	July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
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
	March	34.3	19.2	0.3	0.6	18.3	55.9	364.8	217.8	59.7
	April	37.2	19.7	0.3	0.5	18.8	52.8	383.7	224.6	58.5
	May	40.3	20.7	0.3	0.6	19.7	51.4	413.5	237.2	57.4
	June	40.8	22.6	0.3	0.7	21.5	54.8	417.8	258.1	62.2
	July	43.8	24.8	0.3	0.6	23.9	56.7	447.3	285.8	63.9

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

**Table 1.4.1**

	<b>(b)</b>		<b>(c)</b>		<b>(c)</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	777.8	29.5	244.1	9.3	51.2	1.9	482.6	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.4	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.7	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1980 1st quarter	697.1	24.8	287.2	10.2	29.9	1.1	380.0	13.5
2nd quarter	923.1	26.8	523.5	15.2	110.6	3.2	288.9	8.4
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
April	311.3	30.2	114.7	11.1	28.7	2.8	167.9	16.3
May	375.1	32.0	150.3	12.8	33.3	2.8	191.5	16.3
June	367.5	32.8	164.9	14.7	32.4	2.9	170.2	15.2
July	414.6	33.0	184.9	14.7	57.0	4.5	172.7	13.8
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
March	249.7	25.5	109.9	11.2	12.0	1.2	127.9	13.1
April	262.8	20.3	132.4	10.2	27.4	2.1	102.9	8.0
May	325.9	27.5	183.6	15.5	42.4	3.6	99.9	8.4
June	334.4	27.2	207.5	16.9	40.8	3.3	86.1	7.0
July	364.7	27.8	225.8	17.2	47.7	3.6	91.2	7.0

(a) Excludes Air Taxi operations.

(b) Class 3 licence operations only.

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

# Non-scheduled Passenger Services by UK Airlines

**Table 1.4.2**

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
1978 1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979 1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1980 1st quarter	3 264.2	2 658.5	81.4	1 561.0	14 772	24 224	1 640	1 703
2nd quarter	5 859.3	4 719.8	80.6	2 713.2	25 205	42 481	1 685	1 740
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
March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 566	1 641
May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
June	1 881.5	1 551.3	82.5	928.0	8 601	13 801	1 605	1 672
July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
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
March	1 246.5	1 079.2	86.6	643.2	5 764	9 285	1 611	1 678
April	1 481.7	1 229.4	83.0	702.6	6 549	10 966	1 674	1 750
May	2 056.4	1 601.9	77.9	925.7	8 791	14 795	1 683	1 730
June	2 321.2	1 888.5	81.4	1 084.9	9 865	16 720	1 695	1 741
July	2 526.4	2 155.7	85.3	1 224.4	10 666	18 132	1 700	1 761

# Non-scheduled Passenger Services by UK Airlines

**Table 1.4.3**

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 212	2 193	3 302
1979	3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 630	2 036	2 749
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1980 1st quarter	340.2	269.3	79.2	130.9	1 570	2 657	1 692	2 057
2nd quarter	1 181.7	874.2	74.0	319.3	3 738	6 439	1 723	2 738
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
March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
July	583.6	462.5	79.2	166.9	1 589	3 014	1 897	2 771
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
March	136.9	113.4	82.8	56.4	634	1 089	1 718	2 011
April	296.4	213.2	71.9	85.2	1 042	1 727	1 657	2 502
May	448.7	335.5	74.8	109.7	1 283	2 295	1 789	3 058
June	436.6	325.5	74.6	124.4	1 413	2 417	1 711	2 617
July	513.3	410.9	80.1	162.1	1 714	2 908	1 696	2 535

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

(b) Advance Booking Charters commenced in April 1973.

# All Scheduled Services July 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)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
<b>Passenger Services</b>														
British Airways	24 395	18 368	37 886	1 561 523	6 112 044	3 990 131	65.3	16 410	723 912	445 272	13 366	69 487	362 419	61.5
British Airways Helicopters	32	526	169	11 874	956	724	75.8	11	78	57	—	1	57	73.3
British Caledonian Airways	3 820	3 619	6 166	176 685	667 724	389 911	58.4	2 561	84 925	48 830	669	12 051	36 110	57.5
Air Ecosse	82	394	282	2 443	1 165	500	42.9	11	97	42	1	1	40	43.6
Air UK	1 702	5 931	5 976	129 238	76 617	40 701	53.1	655	7 416	3 676	15	197	3 464	49.6
Aurigny Air Services	136	2 153	654	22 428	2 062	1 412	68.5	103	189	118	1	5	113	62.8
British Midland Airways	1 097	3 356	3 427	151 683	83 645	53 970	64.5	197	7 385	4 277	1	66	4 210	57.9
Brymon Airways	225	1 039	990	10 612	5 678	2 753	48.5	—	523	225	—	—	250	43.1
Burnthills Aviation	8	72	54	128	33	14	44.4	—	2	1	—	—	1	44.0
Cabair	16	44	58	143	135	51	37.6	—	14	4	—	—	4	27.6
Dan-Air Services	838	2 324	2 527	74 232	55 977	34 918	62.4	94	4 752	3 018	—	52	2 966	63.6
Express Air Services CI	81	194	284	7 522	4 474	3 295	73.6	—	396	250	—	—	250	63.1
Guernsey Airlines	21	48	63	2 502	1 277	1 093	85.6	3	128	89	—	1	88	69.5
Haywards Aviation	8	34	37	202	62	46	74.3	—	6	4	—	—	4	61.0
Jersey European Airways	113	743	452	4 170	1 783	562	31.5	—	114	45	—	—	45	39.1
Laker Airways	2 514	362	3 224	100 466	863 516	689 058	79.8	695	87 993	60 173	—	5 050	65 123	68.4
Loganair	277	2 133	1 302	14 554	4 364	2 315	53.0	—	396	210	—	—	210	53.0
Skyways Aviation	25	116	92	1 208	656	304	46.4	134	133	48	—	25	23	36.2
<b>TOTAL Passenger Services</b>	<b>35 390</b>	<b>41 456</b>	<b>63 643</b>	<b>2 271 613</b>	<b>7 882 166</b>	<b>5 211 759</b>	<b>66.1</b>	<b>20 875</b>	<b>918 458</b>	<b>566 338</b>	<b>14 053</b>	<b>86 935</b>	<b>465 350</b>	<b>61.7</b>
<b>Cargo Services</b>														
British Airways	1 059	480	1 457					2 622	23 247	13 712	101	13 609		59.0
British Caledonian Airways	119	89	205					652	3 499	1 587	145	1 442		46.3
Air Continental	49	62	164					18	29	13	—	13		43.3
Air UK	65	275	262					693	299	157	16	142		52.6
British Midland Airways	6	23	23					197	73	52	2	50		71.2
Skyways Aviation	22	86	78					129	70	33	—	33		46.7
<b>TOTAL Cargo Services</b>	<b>1 319</b>	<b>1 015</b>	<b>2 188</b>					<b>4 309</b>	<b>27 217</b>	<b>15 553</b>	<b>263</b>	<b>15 288</b>		<b>57.1</b>
<b>GRAND TOTAL</b>	<b>36 709</b>	<b>42 471</b>	<b>65 831</b>	<b>2 271 613</b>	<b>7 882 166</b>	<b>5 211 759</b>	<b>66.1</b>	<b>25 184</b>	<b>945 675</b>	<b>581 891</b>	<b>14 316</b>	<b>102 223</b>	<b>465 350</b>	<b>61.5</b>

# International Scheduled Services July 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	22 102	12 742	32 195	1 197 222	5 856 821	3 827 344	65.3	15 461	698 610	430 996	13 263	69 199	348 633	61.7
British Caledonian Airways	3 347	2 000	4 928	110 264	625 462	363 339	58.1	2 338	80 526	46 569	629	11 990	33 951	57.8
Air UK	898	2 385	2 902	52 701	42 821	21 273	49.7	351	4 187	1 963	—	150	1 813	46.9
Aurigny Air Services	136	2 153	654	22 428	2 062	1 412	68.5	103	189	118	1	5	113	62.8
British Midland Airways	126	308	409	8 608	9 227	3 711	40.2	46	726	311	—	22	290	42.9
Brymon Airways	35	167	158	1 171	706	316	44.8	—	60	26	—	—	26	42.9
Cabair	16	44	58	143	135	51	37.6	—	14	4	—	—	4	27.6
Den-Air Services	441	857	1 165	27 826	31 185	18 255	58.5	55	2 647	1 583	—	33	1 550	59.8
Express Air Services CI	17	32	61	1 009	855	526	61.5	—	77	39	—	—	39	51.3
Jersey European Airways	113	743	452	4 170	1 783	562	31.5	—	114	45	—	—	45	39.1
Laker Airways	2 514	362	3 224	100 466	863 516	689 058	79.8	695	87 993	60 173	—	5 050	55 123	68.4
Skyways Aviation	17	90	66	496	293	93	31.7	134	91	32	—	25	7	35.1
<b>TOTAL Passenger Services</b>	<b>29 762</b>	<b>21 883</b>	<b>46 271</b>	<b>1 526 504</b>	<b>7 434 865</b>	<b>4 925 939</b>	<b>66.3</b>	<b>19 181</b>	<b>875 233</b>	<b>541 859</b>	<b>13 892</b>	<b>86 473</b>	<b>441 493</b>	<b>61.9</b>
<b>Cargo Services</b>														
British Airways	1 059	480	1 457					2 622	23 247	13 712	101	13 609		59.0
British Caledonian Airways	94	45	152					383	3 304	1 444	2	1 442		43.7
Air Continental	49	62	164					16	29	13	—	13		43.3
Air UK	4	8	13					16	18	8	—	8		44.6
Skyways Aviation	22	86	78					129	70	33	—	33		46.7
<b>TOTAL Cargo Services</b>	<b>1 227</b>	<b>681</b>	<b>1 864</b>					<b>3 166</b>	<b>26 668</b>	<b>15 209</b>	<b>103</b>	<b>15 104</b>		<b>57.0</b>
<b>GRAND TOTAL</b>	<b>30 989</b>	<b>22 564</b>	<b>48 135</b>	<b>1 526 504</b>	<b>7 434 865</b>	<b>4 925 939</b>	<b>66.3</b>	<b>22 347</b>	<b>901 901</b>	<b>557 068</b>	<b>13 995</b>	<b>101 577</b>	<b>441 493</b>	<b>61.8</b>



# Domestic Scheduled Services July 1980

**Table 1.5.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	2 293	5 626	5 691	364 301	255 223	162 787	63.8	950	25 302	14 276	103	288	13 886	56.4
British Airways Helicopters	32	526	169	11 874	956	724	75.8	11	78	57	—	1	57	73.3
British Caledonian Airways	474	1 619	1 238	66 421	42 261	26 573	62.9	222	4 399	2 261	40	61	2 159	51.4
Air Ecosse	82	394	282	2 443	1 165	500	42.9	11	97	42	1	1	40	43.6
Air UK	805	3 546	3 074	76 537	33 797	19 428	57.5	304	3 228	1 712	15	47	1 651	53.0
British Midland Airways	970	3 048	3 018	143 075	74 418	50 259	67.5	152	6 659	3 966	1	44	3 921	59.6
Brymon Airways	190	872	832	9 441	4 972	2 437	49.0	—	462	199	—	—	199	43.1
Burnhills Aviation	8	72	54	128	33	14	44.4	—	1	2	—	—	1	44.0
Dan-Air Services	397	1 467	1 363	46 406	24 792	16 663	67.2	40	2 105	1 436	—	20	1 416	68.2
Express Air Services CI	64	162	223	6 513	3 619	2 769	76.5	—	315	210	—	—	210	65.8
Guernsey Airlines	21	48	63	2 502	1 277	1 093	85.6	3	128	89	—	1	88	69.5
Haywards Aviation	8	34	37	202	62	46	74.3	—	6	4	—	—	4	61.0
Loganair	277	2 133	1 302	14 554	4 364	2 315	53.0	—	396	210	—	—	210	53.0
Skyways Aviation	8	26	26	712	363	211	58.3	1	42	16	—	—	16	38.5
<b>TOTAL Passenger Services</b>	<b>5 628</b>	<b>19 573</b>	<b>17 372</b>	<b>745 109</b>	<b>447 301</b>	<b>285 821</b>	<b>6.39</b>	<b>1 694</b>	<b>43 225</b>	<b>24 479</b>	<b>161</b>	<b>462</b>	<b>23 857</b>	<b>56.6</b>
<b>Cargo Services</b>														
British Caledonian Airways	25	44	52					269	196	143	143	—		73.0
Air UK	61	267	249					677	281	149	16	134		53.1
British Midland Airways	6	23	23					197	73	52	2	50		71.2
<b>TOTAL Cargo Services</b>	<b>92</b>	<b>334</b>	<b>324</b>					<b>1 143</b>	<b>549</b>	<b>344</b>	<b>160</b>	<b>184</b>		<b>62.6</b>
<b>GRAND TOTAL</b>	<b>5 720</b>	<b>19 907</b>	<b>17 696</b>	<b>745 109</b>	<b>447 301</b>	<b>285 821</b>	<b>63.9</b>	<b>2 836</b>	<b>43 774</b>	<b>24 823</b>	<b>321</b>	<b>646</b>	<b>23 857</b>	<b>56.7</b>

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

**Table 1.6.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	(b)(c) Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	148	77	453	3 360	32 339	23 727	73.4	3	3 513	2 630	7	139	2 485	74.8
British Airtours	2 278	1 138	3 469	139 337	373 991	302 139	80.8	—	34 294	25 639	—	—	25 639	74.8
British Airways Helicopters	550	3 818	2 739	38 426	10 671	5 697	53.4	279	1 149	502	—	45	457	43.7
British Caledonian Airways	828	559	1 367	44 473	71 831	58 946	82.1	947	13 800	10 296	—	5 214	5 082	74.6
Air Europe	1 393	729	2 178	85 009	180 973	164 951	91.1	—	17 123	13 197	—	—	13 197	77.1
Air UK	806	831	1 592	39 057	62 518	49 640	79.4	454	6 128	4 438	29	192	4 217	72.4
Air-Bridge Carriers	134	247	384	—	—	—	—	1 221	2 155	924	9	915	—	42.9
Alderney Air Ferries	23	188	118	1 197	205	146	71.0	—	18	12	—	—	12	63.2
Alidair	89	252	314	7 331	5 290	2 751	52.0	37	532	239	—	19	220	45.0
B.E.A.S	80	3 485	534	14 625	880	336	38.2	52	80	32	—	1	31	40.0
Bristow Helicopters	664	4 463	3 913	41 362	11 179	6 768	60.5	231	951	654	—	45	609	68.8
Britannia Airways	6 640	3 715	10 414	415 265	870 169	742 808	85.4	—	74 002	63 139	—	—	63 139	85.3
British Air Ferries	278	588	967	926	12 185	4 858	39.9	175	1 236	461	49	23	389	37.2
British Caledonian Helicopters	1	3	4	48	14	12	85.7	—	2	1	—	—	1	50.0
British Midland Airways	531	223	804	4 970	57 720	36 357	63.0	—	13 985	6 493	—	3 661	2 832	46.4
Dan-Air Services	4 936	3 976	8 909	339 312	599 914	512 474	85.4	253	48 206	41 125	48	19	41 058	85.3
Express Air Services CI	129	508	533	2 536	2 680	2 152	80.3	1 213	682	426	40	222	163	62.6
General Aviation Services	12	35	56	—	—	—	—	15	43	20	—	20	—	47.5
Guernsey Airlines	19	50	63	1 125	1 192	757	63.5	—	114	61	—	—	61	53.2
Invicta International Airlines	32	26	73	—	—	—	—	78	551	244	—	244	—	44.3
Laker Airways	2 352	1 040	3 424	150 830	580 198	466 085	80.3	—	57 792	37 286	—	21	37 265	64.6
Loganair	264	767	1 165	6 332	3 632	2 357	64.9	28	354	218	—	2	216	58.8
Management Aviation	107	2 225	514	5 097	658	281	42.7	134	62	27	—	5	22	43.5
Monarch Airlines	2 122	1 229	3 315	144 064	328 701	273 570	83.2	—	32 042	24 749	—	—	24 749	77.2
North Scottish Helicopters	266	2 702	1 219	12 684	2 559	1 442	56.4	—	199	109	—	—	109	54.8
Orion Airways	1 068	626	1 710	66 803	138 859	120 345	86.7	—	13 313	9 623	—	—	9 623	72.3
Pelican Air Transport	299	86	445	—	—	—	—	1 415	12 255	7 925	—	7 925	—	64.7
Redcoat Air Cargo	113	44	253	—	—	—	—	140	1 974	1 013	—	1 013	—	51.3
Scimitar Airlines	155	45	210	—	—	—	—	—	5 960	4 145	—	4 145	—	69.5
Skyways Aviation	56	169	203	—	119	73	61.0	279	282	151	60	85	6	63.5
Southern Int-Air Transport	27	50	125	—	—	—	—	—	176	75	—	75	—	42.4
TAC Heavylift	32	22	89	—	—	—	—	142	1 065	324	—	324	—	30.4
Tradewinds Airways	491	189	676	—	—	—	—	2 306	20 630	12 007	—	12 007	—	58.2
<b>TOTAL</b>	<b>26 926</b>	<b>34 105</b>	<b>52 230</b>	<b>1 564 169</b>	<b>3 348 477</b>	<b>2 778 673</b>	<b>83.0</b>	<b>9 412</b>	<b>364 668</b>	<b>268 183</b>	<b>242</b>	<b>36 359</b>	<b>231 582</b>	<b>73.5</b>
Class 5 Licence TOTAL	48	26	74	2 786	6 272	5 170	82.4	..	532	439	—	—	439	82.5
TOTAL excludes 5 Licence	26 878	34 079	52 156	1 561 383	3 342 205	2 773 503	83.0	9 412	364 136	267 744	242	36 359	231 143	73.5

(a) Excludes Air Taxi Operations.

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

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

# International Non-Scheduled Services July 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	142	66	437	3 360	31 949	23 570	73.8	3	3 484	2 616	7	139	2 471	75.1
British Airtours	2 278	1 138	3 469	139 337	373 991	302 139	80.8	—	34 294	25 639	—	—	25 639	74.8
British Airways Helicopters	542	3 720	2 718	36 534	10 587	5 624	53.1	277	1 139	494	—	45	449	43.4
<b>British Caledonian Airways</b>	<b>828</b>	<b>559</b>	<b>1 367</b>	<b>44 473</b>	<b>71 831</b>	<b>58 946</b>	<b>82.1</b>	<b>947</b>	<b>13 800</b>	<b>10 296</b>	<b>—</b>	<b>5 214</b>	<b>5 082</b>	<b>74.6</b>
Air Europe	1 393	729	2 178	85 009	180 973	164 951	91.1	—	17 123	13 197	—	—	13 197	77.1
Air UK	764	727	1 450	39 057	62 518	49 640	79.4	266	5 937	4 359	1	141	4 217	73.4
Air-Bridge Carriers	80	85	195	—	—	—	—	417	1 304	566	—	566	—	43.4
Alidair	21	31	63	993	1 242	705	56.8	13	124	69	—	12	67	55.4
B.E.A.S.	80	3 485	534	14 625	880	336	38.2	52	80	32	—	1	31	40.0
Bristow Helicopters	664	4 463	3 913	41 362	11 179	6 768	60.5	231	951	654	—	45	609	68.8
Britannia Airways	6 640	3 715	10 414	415 265	870 169	742 808	85.4	—	74 002	63 139	—	—	63 139	85.3
British Air Ferries	249	479	845	58	11 656	4 473	38.4	—	1 082	381	—	23	368	35.2
British Caledonian Helicopters	1	3	4	48	14	12	85.7	—	2	1	—	—	1	50.0
British Midland Airways	522	207	777	4 916	57 017	35 867	62.9	—	13 930	6 455	—	3 661	2 794	46.3
Dan-Air Services	4 543	2 985	7 487	310 882	582 977	500 134	85.8	1	46 656	40 014	—	1	40 013	85.8
Express Air Services CI	6	11	19	287	321	249	77.7	7	34	25	—	6	19	72.8
General Aviation Services	10	26	45	—	—	—	—	10	35	19	—	19	—	52.5
Guernsey Airlines	6	20	22	945	374	315	84.2	—	37	25	—	—	25	67.3
Invicta International Airlines	32	26	73	—	—	—	—	78	551	244	—	244	—	44.3
Laker Airways	2 352	1 040	3 424	150 830	580 198	466 085	80.3	—	57 792	37 286	—	21	37 265	64.5
Loganair	13	26	56	594	208	148	71.2	—	19	13	—	—	13	68.4
Management Aviation	107	2 225	514	5 097	658	281	42.7	134	62	27	—	5	22	43.5
Monarch Airlines	2 122	1 229	3 315	144 064	328 701	273 570	83.2	—	32 042	24 749	—	—	24 749	77.2
North Scottish Helicopters	266	2 702	1 219	12 684	2 559	1 442	56.4	—	199	109	—	—	109	54.8
Orion Airways	1 068	626	1 710	66 803	138 859	120 345	86.7	—	13 313	9 623	—	—	9 623	72.3
Pelican Air Transport	299	86	445	—	—	—	—	1 415	12 255	7 925	—	7 925	—	64.7
Redcoat Air Cargo	113	44	253	—	—	—	—	140	1 974	1 013	—	1 013	—	51.3
Scimitar Airlines	155	45	210	—	—	—	—	—	5 960	4 145	—	4 145	—	69.5
Skyways Aviation	31	86	111	—	—	—	—	51	154	81	—	81	—	52.5
TAC Heavylift	32	22	89	—	—	—	—	142	1 065	324	—	324	—	30.4
Tradewinds Airways	491	189	676	—	—	—	—	2 306	20 630	12 007	—	12 007	—	58.2
<b>TOTAL</b>	<b>25 852</b>	<b>30 795</b>	<b>48 030</b>	<b>1 517 223</b>	<b>3 318 861</b>	<b>2 758 408</b>	<b>83.1</b>	<b>6 499</b>	<b>360 031</b>	<b>265 525</b>	<b>7</b>	<b>35 636</b>	<b>229 882</b>	<b>73.8</b>
Class 5 Licence Total	48	26	74	2 786	6 272	5 170	82.4	..	532	439	—	—	439	82.5
<b>TOTAL Excludes 5 Licence</b>	<b>25 804</b>	<b>30 769</b>	<b>47 957</b>	<b>1 514 437</b>	<b>3 312 589</b>	<b>2 753 238</b>	<b>83.1</b>	<b>6 499</b>	<b>359 499</b>	<b>265 086</b>	<b>7</b>	<b>35 636</b>	<b>229 443</b>	<b>73.7</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

# Domestic Non-Scheduled Services July 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	5	11	16	—	390	158	40.4	—	29	14	—	—	14	46.5
British Airways Helicopters	8	98	22	1 892	84	73	86.9	1	10	8	—	—	8	80.0
Air UK	42	104	142	—	—	—	—	188	191	79	28	51	—	41.4
Air-Bridge Carriers	55	162	188	—	—	—	—	803	851	358	9	349	—	42.0
Alderney Air Ferries	23	188	118	1 197	205	146	71.0	—	18	12	—	—	12	63.2
Alidair	68	221	251	6 338	4 048	2 046	50.5	23	408	171	—	7	164	41.8
British Air Ferries	29	109	122	868	529	385	72.9	175	154	80	49	—	31	51.8
British Midland Airways	9	16	28	54	703	491	69.8	—	55	38	—	—	38	69.9
Dan-Air Services	393	991	1 422	28 430	16 937	12 340	72.9	251	1 549	1 111	48	18	1 045	71.7
Express Air Services CI	123	497	514	2 249	2 359	1 903	80.7	1 205	648	401	40	216	145	61.9
General Aviation Services	2	9	11	—	—	—	—	5	8	2	—	2	—	24.6
Guernsey Airlines	13	30	41	180	818	442	54.1	—	76	35	—	—	35	46.3
Loganair	251	741	1 109	5 738	3 424	2 209	64.5	28	335	205	—	2	203	61.2
Skyways Aviation	25	83	92	—	119	73	61.0	228	128	70	60	5	6	54.7
Southern Int-Air Transport	27	50	125	—	—	—	—	—	176	75	—	75	—	42.4
<b>TOTAL</b>	<b>1 074</b>	<b>3 310</b>	<b>4 200</b>	<b>46 946</b>	<b>29 616</b>	<b>20 265</b>	<b>68.4</b>	<b>2 912</b>	<b>4 637</b>	<b>2 658</b>	<b>235</b>	<b>723</b>	<b>1 700</b>	<b>57.3</b>
Class 5 Licence TOTAL	—	—	—	—	—	—	—	..	—	—	—	—	—	—
TOTAL Excludes 5 Licence	1 074	3 310	4 200	46 946	29 616	20 265	68.4	2 912	4 637	2 658	235	723	1 700	57.3

(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 3 Licence Operations and Other Inclusive Tour Charter Passengers July 1980

**Table 1.8**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	As Percentage of available	Available (000)	Tonne-km Used (000)	Percentage of available	Number of other IT passengers uplifted Class 4
<b>International Services</b>											
British Airways	40	30	68	1 968	3 155	2 748	87.1	282	249	88.4	—
British Airtours	1 976	1 027	3 056	136 389	316 930	264 372	83.4	29 101	22 400	77.0	2 864
British Caledonian Airways	558	444	980	40 930	63 562	52 502	82.6	5 966	4 516	75.7	1 239
Air Europe	1 386	719	2 165	85 009	180 062	164 363	91.3	17 037	13 149	77.2	—
Air UK	693	533	1 191	38 324	61 927	49 212	79.5	5 586	4 181	74.8	—
Britannia Airways	5 643	3 087	8 809	345 755	740 490	630 316	85.1	62 976	53 576	85.1	—
British Midland Airways	82	67	170	4 444	6 506	5 504	84.6	561	427	76.2	—
Dan-Air Services	3 767	2 436	6 122	265 095	480 631	421 905	87.8	38 458	33 733	87.7	2 605
Express Air Services CI	4	5	10	287	264	210	79.5	22	16	72.9	—
Guernsey Airlines	6	18	20	945	345	315	91.3	35	25	73.0	—
Laker Airways	1 143	584	1 711	106 787	261 393	217 209	83.1	25 993	17 364	66.8	6 785
Monarch Airlines	1 706	982	2 666	126 612	268 378	223 420	83.2	26 152	20 231	77.4	16 398
Orion Airways	1 068	626	1 710	66 803	138 859	120 345	86.7	13 313	9 623	72.3	—
<b>TOTAL International Services</b>	<b>18 072</b>	<b>10 558</b>	<b>28 677</b>	<b>1 219 348</b>	<b>2 522 503</b>	<b>2 152 422</b>	<b>85.3</b>	<b>225 479</b>	<b>179 490</b>	<b>79.6</b>	<b>29 891</b>
<b>Domestic Services</b>											
Alderney Air Ferries	—	—	—	—	—	—	—	—	—	—	909
Alidair	4	15	15	499	240	157	65.4	24	13	52.5	—
British Air Ferries	6	16	21	688	265	237	89.4	24	19	78.0	—
Dan-Air Services	21	35	56	1 566	1 452	1 240	85.4	119	101	85.1	—
Express Air Services CI	28	41	76	2 249	1 875	1 561	83.3	166	119	71.7	—
Guernsey Airlines	1	1	2	60	45	45	100.0	5	4	80.0	—
<b>TOTAL Domestic Services</b>	<b>60</b>	<b>108</b>	<b>169</b>	<b>5 062</b>	<b>3 877</b>	<b>3 240</b>	<b>83.6</b>	<b>337</b>	<b>255</b>	<b>75.7</b>	<b>909</b>
<b>GRAND TOTAL</b>	<b>18 132</b>	<b>10 666</b>	<b>28 846</b>	<b>1 224 410</b>	<b>2 526 380</b>	<b>2 155 662</b>	<b>85.3</b>	<b>225 816</b>	<b>179 745</b>	<b>76.3</b>	<b>30 800</b>



## All Class 4 Licence Operations July 1980

**Table 1.9.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km			Tonne-km		
				ABC	Affinity	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airtours	21	16	33	—	—	2 864	84	3 890	3 793	97.6	354	319	90.2
British Caledonian Airways	25	18	43	—	—	1 239	29	2 797	1 728	61.8	263	149	56.6
Alderney Air Ferries	23	185	117	—	—	909	208	203	145	71.4	18	12	63.6
Dan-Air Services	83	61	141	—	2 579	2 605	—	9 663	7 332	75.9	774	587	75.8
Laker Airways	153	22	194	356	—	6 785	—	52 864	49 737	94.1	5 363	3 978	74.2
Monarch Airlines	239	169	395	—	—	16 398	1 054	30 315	24 062	79.4	2 972	2 155	72.5
<b>TOTAL</b>	<b>543</b>	<b>471</b>	<b>923</b>	<b>356</b>	<b>2 579</b>	<b>30 800</b>	<b>1 447</b>	<b>99 732</b>	<b>86 797</b>	<b>87.0</b>	<b>9 744</b>	<b>7 199</b>	<b>73.9</b>

## International Class 4 Licence Operations July 1980

**Table 1.9.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km			Tonne-km		
				ABC	Affinity	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airtours	21	16	33	—	—	2 864	84	3 890	3 793	97.6	354	319	90.2
British Caledonian Airways	25	18	43	—	—	1 239	29	2 797	1 728	61.8	263	149	56.6
Dan-Air Services	83	61	141	—	2 579	2 605	—	9 663	7 332	75.9	774	587	75.8
Laker Airways	153	22	194	356	—	6 785	—	52 864	49 737	94.1	5 363	3 978	74.2
Monarch Airlines	239	169	395	—	—	16 398	1 054	30 315	24 062	79.4	2 972	2 155	72.5
<b>TOTAL</b>	<b>520</b>	<b>286</b>	<b>806</b>	<b>356</b>	<b>2 579</b>	<b>29 891</b>	<b>1 167</b>	<b>99 529</b>	<b>86 652</b>	<b>87.1</b>	<b>9 725</b>	<b>7 187</b>	<b>73.9</b>

## Domestic Class 4 Licence Operations July 1980

**Table 1.9.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted				Seat-km			Tonne-km		
				ABC	Affinity	IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alderney Air Ferries	23	185	117	—	—	909	280	203	145	71.4	18	12	63.6
<b>TOTAL</b>	<b>23</b>	<b>185</b>	<b>117</b>	<b>—</b>	<b>—</b>	<b>909</b>	<b>280</b>	<b>203</b>	<b>145</b>	<b>71.4</b>	<b>18</b>	<b>12</b>	<b>63.6</b>

## All Class 6 Licence Operations July 1980

**Table 1.10.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	161	40	212	705	5 326	4 409	—	4 408	82·8
Air-Bridge Carriers	104	203	307	1 221	1 647	692	7	684	42·0
British Air Ferries	18	79	81	176	106	49	49	—	46·3
Dan-Air Services	22	89	80	202	113	48	48	—	42·8
Express Air Services CI	75	338	358	993	379	222	—	222	58·7
Invicta International Airlines	14	14	32	78	238	105	—	104	43·9
Pelican Air Transport	287	84	431	1 415	11 775	7 665	—	7 665	65·1
Redcoat Air Cargo	113	44	253	141	1 974	1 013	—	1 012	51·3
Skyways Aviation	24	86	91	269	126	71	60	10	56·2
TAC Heavylift	32	22	89	143	1 065	324	—	324	30·4
Tradewinds Airways	473	182	652	2 307	19 867	11 736	—	11 735	59·1
<b>TOTAL</b>	<b>1 323</b>	<b>1 181</b>	<b>2 586</b>	<b>7 649</b>	<b>42 614</b>	<b>26 334</b>	<b>164</b>	<b>26 168</b>	<b>61·8</b>

## International Class 6 Licence Operations July 1980

**Table 1.10.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	161	40	212	705	5 326	4 409	—	4 408	82·8
Air-Bridge Carriers	55	64	141	417	868	386	—	385	44·4
Express Air Services CI	1	3	6	7	8	6	—	6	83·2
Invicta International Airlines	14	14	32	78	238	105	—	104	43·9
Pelican Air Transport	287	84	431	1 415	11 775	7 665	—	7 665	65·1
Redcoat Air Cargo	113	44	253	141	1 974	1 013	—	1 012	51·3
Skyways Aviation	4	17	18	50	16	11	—	10	65·2
TAC Heavylift	32	22	89	143	1 065	324	—	324	30·4
Tradewinds Airways	473	182	652	2 307	19 867	11 736	—	11 735	59·1
<b>TOTAL</b>	<b>1 141</b>	<b>470</b>	<b>1 833</b>	<b>5 263</b>	<b>41 136</b>	<b>25 654</b>	<b>—</b>	<b>25 653</b>	<b>62·4</b>

## Domestic Class 6 Licence Operations July 1980

**Table 1.10.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air-Bridge Carriers	49	139	165	804	779	306	7	299	39·3
British Air Ferries	18	79	81	176	106	49	49	—	46·3
Dan-Air Services	22	89	80	202	113	48	48	—	42·8
Express Air Services CI	74	335	353	985	371	216	—	216	58·2
Skyways Aviation	20	69	74	219	109	60	60	—	54·9
<b>TOTAL</b>	<b>182</b>	<b>711</b>	<b>753</b>	<b>2 386</b>	<b>1 479</b>	<b>680</b>	<b>164</b>	<b>515</b>	<b>46·0</b>

## All Class 7 Licence Operations July 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	550	3 818	2 739	38 426	10 671	5 697	53.4	279	1 149	502	45	457	43.7
B.E.A.S.	80	3 485	534	14 625	880	336	38.2	53	80	32	1	31	40.0
Bristow Helicopters	664	4 463	3 913	41 362	11 179	6 768	60.5	232	951	654	45	609	68.8
British Caledonian Helicopters	1	3	4	48	14	12	85.7	—	2	1	—	1	50.0
Management Aviation	107	2 225	514	5 097	658	281	42.7	135	62	27	5	22	43.5
North Scottish Helicopters	266	2 702	1 219	12 684	2 559	1 442	56.4	—	199	109	—	109	54.8
<b>TOTAL</b>	<b>1 668</b>	<b>16 696</b>	<b>8 924</b>	<b>112 242</b>	<b>25 961</b>	<b>14 536</b>	<b>56.0</b>	<b>698</b>	<b>2 443</b>	<b>1 325</b>	<b>96</b>	<b>1 229</b>	<b>54.2</b>

## International Class 7 Licence Operations July 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	542	3 720	2 718	36 534	10 587	5 624	53.1	278	1 139	494	45	449	43.4
B.E.A.S.	80	3 485	534	14 625	880	336	38.2	53	80	32	1	31	40.0
Bristow Helicopters	664	4 463	3 913	41 362	11 179	6 768	60.5	232	951	654	45	609	68.8
British Caledonian Helicopters	1	3	4	48	14	12	85.7	—	2	1	—	1	50.0
Management Aviation	107	2 225	514	5 097	658	281	42.7	135	62	27	5	22	43.5
North Scottish Helicopters	266	2 702	1 219	12 684	2 559	1 442	56.4	—	199	109	—	109	54.8
<b>TOTAL</b>	<b>1 660</b>	<b>16 598</b>	<b>8 902</b>	<b>110 350</b>	<b>25 877</b>	<b>14 463</b>	<b>55.9</b>	<b>697</b>	<b>2 433</b>	<b>1 317</b>	<b>96</b>	<b>1 221</b>	<b>54.1</b>

## Domestic Class 7 Licence Operations July 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	8	98	22	1 892	84	73	86.9	1	10	8	—	8	80.0
<b>TOTAL</b>	<b>8</b>	<b>98</b>	<b>22</b>	<b>1 892</b>	<b>84</b>	<b>73</b>	<b>86.9</b>	<b>1</b>	<b>10</b>	<b>8</b>	<b>—</b>	<b>8</b>	<b>80.0</b>

# All Exempt Operations July 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 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	106	43	379	1 230	29 099	20 901	71.8	3	3 223	2 374	6	139	2 229	73.6
British Airtours	281	95	380	—	53 171	33 974	63.9	—	4 839	2 920	—	—	2 920	60.3
British Caledonian Airways	72	37	104	156	4 002	3 357	83.9	242	2 108	1 106	—	805	301	52.5
Air Europe	7	10	14	—	911	588	64.6	—	86	47	—	—	47	54.6
Air UK	113	298	401	733	591	428	72.5	455	542	257	28	192	36	47.4
Air-Bridge Carriers	31	44	77	—	—	—	—	—	509	232	2	230	—	45.7
Alderney Air Ferries	—	3	1	8	2	1	33.8	—	—	—	—	—	—	31.5
Alldair	85	237	300	6 832	5 050	2 594	51.4	37	508	227	—	19	208	44.7
Britannia Airways	98	153	177	16 148	12 703	10 462	82.4	—	1 080	889	—	—	889	82.3
British Air Ferries	254	493	865	238	11 920	4 622	38.8	—	1 106	393	—	23	370	35.5
British Midland Airways	444	148	618	54	50 797	30 517	60.1	—	13 394	6 040	—	3 661	2 379	45.1
Dan-Air Services	463	978	1 534	30 784	27 300	20 317	74.4	52	2 272	1 704	—	19	1 686	75.0
Express Air Services CI	22	124	89	—	541	381	70.4	221	116	69	40	—	29	59.2
General Aviation Services	12	35	56	—	—	—	—	16	43	20	—	20	—	47.5
Guernsey Airlines	13	31	41	120	801	397	49.5	—	75	32	—	—	32	42.5
Invicta International Airlines	18	12	41	—	—	—	—	—	313	140	—	140	—	44.7
Laker Airways	143	49	199	—	45 944	35 315	76.9	—	4 584	2 845	—	21	2 824	62.1
Loganair	264	767	1 164	6 332	3 632	2 357	64.9	29	354	218	—	2	216	61.6
Monarch Airlines	177	78	254	—	30 009	26 088	86.9	—	2 919	2 364	—	—	2 364	81.0
Pelican Air Transport	12	2	14	—	—	—	—	—	480	260	—	260	—	54.1
Scimitar Airlines	155	45	210	—	—	—	—	—	5 960	4 145	—	4 145	—	69.5
Skyways Aviation	32	83	112	—	119	73	61.0	11	156	80	—	75	6	51.3
Southern Int-Air Transport	27	50	125	—	—	—	—	—	176	75	—	75	—	42.4
Tradewinds Airways	18	7	24	—	—	—	—	—	763	271	—	271	—	35.5
<b>TOTAL</b>	<b>2 848</b>	<b>3 822</b>	<b>7 178</b>	<b>62 635</b>	<b>276 592</b>	<b>192 371</b>	<b>69.6</b>	<b>1 065</b>	<b>45 606</b>	<b>26 706</b>	<b>77</b>	<b>10 094</b>	<b>16 534</b>	<b>58.6</b>

(a) Excludes Air Taxi operations.

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

## International Exempt Operations July 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 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	100	32	363	1 230	28 709	20 743	72.3	3	3 194	2 360	6	139	2 215	73.9
British Airtours	281	95	380	—	53 171	33 974	63.9	—	4 839	2 920	—	—	2 920	60.3
British Caledonian Airways	72	37	104	156	4 002	3 357	83.9	242	2 108	1 106	—	805	301	52.5
Air Europe	7	10	14	—	911	588	64.6	—	86	47	—	—	47	54.6
Air UK	71	194	259	733	591	428	72.5	266	351	178	—	141	36	50.6
Air-Bridge Carriers	25	21	54	—	—	—	—	—	436	181	—	181	—	41.4
Alldair	21	31	63	993	1 242	705	56.8	14	124	69	—	12	57	55.4
Britannia Airways	98	153	177	16 148	12 703	10 462	82.4	—	1 080	889	—	—	889	82.3
British Air Ferries	249	479	845	58	11 656	4 473	38.4	—	1 082	381	—	23	358	35.2
British Midland Airways	434	132	591	—	50 094	30 026	59.9	—	13 339	6 001	—	3 661	2 340	45.0
Dan-Air Services	113	111	249	3 920	11 815	9 217	78.0	2	955	743	—	1	742	77.8
Express Air Services CI	1	3	3	—	57	39	68.8	—	5	3	—	—	3	57.4
General Aviation Services	10	26	45	—	—	—	—	10	35	19	—	19	—	52.5
Guernsey Airlines	—	2	2	—	29	—	—	—	3	—	—	—	—	—
Invicta International Airlines	18	12	41	—	—	—	—	—	313	140	—	140	—	44.7
Laker Airways	143	49	199	—	45 944	35 315	76.9	—	4 584	2 845	—	21	2 824	62.1
Loganair	13	26	56	594	208	148	71.2	—	19	13	—	—	13	68.4
Monarch Airlines	177	78	254	—	30 009	26 088	86.9	—	2 919	2 364	—	—	2 364	81.0
Pelican Air Transport	12	2	14	—	—	—	—	—	480	260	—	260	—	54.1
Scimitar Airlines	155	45	210	—	—	—	—	—	5 960	4 145	—	4 145	—	69.6
Skyways Aviation	27	69	93	—	—	—	—	2	138	70	—	70	—	61.0
Tradewinds Airways	18	7	24	—	—	—	—	—	763	271	—	271	—	35.6
<b>TOTAL</b>	<b>2 046</b>	<b>1 614</b>	<b>4 040</b>	<b>23 832</b>	<b>251 140</b>	<b>175 565</b>	<b>69.9</b>	<b>539</b>	<b>42 813</b>	<b>25 003</b>	<b>7</b>	<b>9 886</b>	<b>15 109</b>	<b>58.4</b>

(a) Excludes Air Taxi operations.

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

## Domestic Exempt Operations July 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	5	11	16	—	390	158	40.4	—	29	14	—	—	14	46.5
Air UK	42	104	142	—	—	—	—	189	191	79	28	51	—	41.4
Air-Bridge Carriers	6	23	23	—	—	—	—	—	73	52	2	50	—	71.1
Alderney Air Ferries	—	3	1	8	2	1	33.8	—	—	—	—	—	—	31.6
Alldair	64	206	236	5 839	3 808	1 889	49.6	24	384	158	—	7	151	41.2
British Air Ferries	5	14	20	180	264	149	56.3	—	24	12	—	—	12	49.6
British Midland Airways	9	16	28	54	703	491	69.8	—	55	38	—	—	38	69.9
Dan-Air Services	350	867	1 286	26 864	15 485	11 100	71.7	50	1 317	962	—	18	944	73.0
Express Air Services CI	21	121	85	—	484	342	70.6	221	111	66	40	—	26	59.3
General Aviation Services	2	9	11	—	—	—	—	6	8	2	—	2	—	24.6
Guernsey Airlines	12	29	39	120	772	397	51.4	—	72	32	—	—	32	44.2
Loganair	251	741	1 109	5 738	3 424	2 209	64.5	29	335	205	—	2	203	61.2
Skyways Aviation	5	14	19	—	119	73	61.0	9	19	10	—	5	6	53.8
Southern Int-Air Transport	27	50	125	—	—	—	—	—	176	75	—	75	—	42.4
<b>TOTAL</b>	<b>801</b>	<b>2 208</b>	<b>3 138</b>	<b>38 803</b>	<b>25 452</b>	<b>16 806</b>	<b>66.0</b>	<b>526</b>	<b>2 793</b>	<b>1 703</b>	<b>70</b>	<b>208</b>	<b>1 425</b>	<b>61.0</b>

(a) Excludes Air Taxi operations.

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

# Class 5 Operations for UK Operators July 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)			
Britannia Airways	48	26	74	2 786	6 272	5 170	82.4	..	532	439	—	—	439	82.5	
<b>TOTAL</b>	<b>48</b>	<b>26</b>	<b>74</b>	<b>2 786</b>	<b>6 272</b>	<b>5 170</b>	<b>82.4</b>	<b>..</b>	<b>532</b>	<b>439</b>	<b>—</b>	<b>—</b>	<b>439</b>	<b>82.5</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 July 1980 (a)

Table 1.14.1

NBA TAKE OFF WEIGHT

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers Uplifted	Seat-kms used (000)	Daily	
		Passenger	Cargo	Passenger	Cargo			Aircraft in service at Quarter ended June 1980	Utilisation per Aircraft (hrs) Quarter ended June 1980
8-7 Aerospatiale SA330J Puma	85	457	—	417	—	4 524	841	4	2.7
3-4 Aerospatiale SA-365 Dauphin	75	1 312	102	300	22	6 093	312	(b) 2	(b) 2.3
64-4 Aviation Traders Merchantman	90	—	122	—	206	—	—	3	2.7
42-2 AW650 Argosy	44	—	125	—	178	—	—	3	2.0
34-8 BAC 111-200	756	1 739	2	1 814	2	79 217	37 391	9	6.5
40-1 BAC 111-300/400	2 954	2 745	—	5 255	—	152 451	191 640	20	7.5
47-4 BAC 111-500	5 116	6 982	44	10 149	52	476 943	399 805	39	7.7
194-1 BAC/Aerospatiale Concorde	993	176	—	696	—	8 792	53 983	6	4.5
1-3 Bell 206 Jetranger	8	72	—	54	—	128	14	2	0.8
5-1 Bell 212 Twin	133	4 797	—	831	—	22 526	632	9	2.6
116-6 Boeing 707 120/120B	—	—	—	—	—	—	—	1	—
151-3 Boeing 707-320C/336	4 800	836	586	4 054	2 415	44 508	282 237	28	8.3
141-5 Boeing 707-420	1 319	621	—	1 907	—	82 893	197 078	7	7.7
106-6 Boeing 720/720B	1 491	765	—	2 196	—	96 836	209 270	6	8.8
86-4 Boeing 727-100	1 459	778	—	2 176	—	88 418	174 112	7	9.1
78-6 Boeing 727-200	702	378	—	1 062	—	53 612	101 221	3	7.2
51-9 Boeing 737-200	10 971	7 089	—	17 810	—	720 685	1 180 179	48	10.4
362-9 Boeing 747-100	5 867	1 380	—	7 468	—	232 469	1 573 144	18	12.9
351-5 Boeing 747-200	3 302	573	—	4 090	—	107 795	955 976	10	12.7
83-9 Bristol Britannia 300	133	—	64	—	301	—	—	3	4.0
2-5 Britten-Norman Islander	190	1 723	73	769	133	6 778	599	14	2.2
4-2 Britten-Norman Trislander	195	2 552	—	1 000	—	24 636	1 710	11	2.7
3-8 Cessna 404 Titan	14	40	—	53	—	137	48	2	—
12-7 DC3 Dakota/Pionair	56	—	238	—	274	496	—	7	1.3
73-6 DH 106 Comet 4B/C	319	237	—	562	—	22 280	31 920	4	2.8
5-7 DHC 6 Twin-Otter	493	1 993	—	2 187	—	19 011	5 007	17	4.6
5-3 Embraer Bandeirante	397	1 509	—	1 412	—	9 849	2 635	(c) 9	(c) 4.7
20-4 Fairchild Hillier FH227B	80	126	169	102	173	712	377	2	4.2
31-8 Fokker F28 2000-6000	103	159	—	182	—	7 556	4 948	2	7.3
20-4 Fokker Friendship 100/600	618	1 769	—	1 977	—	40 152	14 943	12	7.1
53-3 Hawker Siddeley 121 Trident 1C	342	720	—	768	—	39 832	19 250	11	2.0
71-8 Hawker Siddeley 121 Trident 1E	312	590	—	684	—	47 416	24 748	4	5.9
64-6 Hawker Siddeley 121 Trident 2E	1 448	1 449	—	2 529	—	97 728	99 290	16	5.9
158-0 Hawker Siddeley 121 Trident 3B	2 293	3 249	—	4 635	—	324 266	228 459	25	5.9
19-5 HP Herald 100/200	1 331	4 032	891	4 202	904	86 710	27 509	36	4.6
11-5 HS 125	4	8	—	9	—	10	7	2	0.5
20-2 HS 748	856	2 562	89	3 063	82	67 724	25 230	21	4.4
193-2 Lockheed L1011 Tristar	1 117	889	—	1 847	—	182 499	240 547	9	5.7
216-4 Lockheed L-1011-200 Tristar	431	101	—	564	—	13 815	64 872	2	8.4
225-0 Lockheed L-1011-500 Tristar	1 361	444	—	1 848	—	34 137	195 376	6	8.8
2-3 MBB BO 105	209	2 774	391	975	31	8 223	603	(b) 5	(b) 2.3
195-0 McDonnell-Douglas DC10-10	1 460	511	—	2 578	—	141 846	537 202	6	11.0
51-7 McDonnell-Douglas DC9-10 to 40	345	867	—	809	—	45 379	19 424	3	7.2
251-7 McDonnell-Douglas DC-10-30	4 146	690	—	4 684	—	111 056	804 422	10	12.1
2-4 Piper PA23 Aztec (And Apache)	—	—	—	—	—	—	—	1	0.6
3-2 Piper PA31 Navajo (All Series)	51	7	62	9	164	14	5	(c) 6	(c) 1.1
104-3 Short SC5/10 Belfast	32	—	22	—	89	—	—	2	4.2
10-2 Short SD-330	54	220	—	216	—	3 137	731	1	5.1
5-9 Sikorsky S88T	—	—	—	—	—	—	—	—	2.3
8-6 Sikorsky S61N	1 066	6 655	—	5 811	—	81 498	12 237	(b) 49	(b) 3.7
4-5 Sikorsky S76	92	452	—	402	—	2 183	449	(b) 5	(b) 1.4
141-5 Vickers Super VC10	657	227	—	906	—	13 944	68 590	5	5.6
29-3 Vickers Viscount 700	125	344	—	431	—	10 645	4 444	5	3.0
32-9 Vickers Viscount 700D/800/810	1 310	4 164	50	4 284	125	165 638	58 968	28	5.1
6-2 Westland Wessex	64	880	—	455	—	6 840	497	4	3.3
<b>TOTAL</b>	<b>61 870</b>	<b>72 643</b>	<b>3 300</b>	<b>110 323</b>	<b>5 151</b>	<b>3 794 037</b>	<b>7 852 885</b>	<b>570</b>	<b>6.1</b>

(a) Excludes Air Taxi operations.

(c) Excludes Air Ecosse.

(b) Excludes North Scottish Helicopters.

# Aircraft Type and Utilisation—Individual Airlines Table 1.14.2

## July 1980<sup>(a)</sup>

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
		Passenger	Cargo	Passenger	Cargo				
<b>British Airways</b>									
HS 748	88	360	—	323	—	8 336	2 220	2	5.2
Vickers Viscount 700D/800/810	269	1 051	—	934	—	35 360	10 012	10	2.7
BAC 111-300/400	523	925	—	1 106	—	32 147	19 307	6	6.1
BAC 111-500	1 987	4 024	—	4 407	—	224 440	112 782	20	7.2
Boeing 737-200	1 249	1 663	—	2 466	—	116 062	87 576	12	5.2
Hawker Siddeley 121 Trident 2E	1 448	1 449	—	2 529	—	97 728	99 290	16	5.9
Hawker Siddeley 121 Trident 1C	342	720	—	768	—	39 832	19 250	11	2.0
Hawker Siddeley 121 Trident 3B	2 293	3 249	—	4 635	—	324 266	228 459	25	5.9
Hawker Siddeley 121 Trident 1E	312	590	—	684	—	47 416	24 748	4	5.9
Vickers Super VC10	657	227	—	906	—	13 944	68 590	5	5.6
Lockheed L1011 Tristar	1 117	889	—	1 847	—	182 499	240 547	9	5.7
Boeing 707-320C/336	2 345	460	223	2 232	908	28 045	163 885	11	9.1
Lockheed L-1011-500 Tristar	1 361	444	—	1 848	—	34 137	195 376	6	8.8
Boeing 747-100	5 867	1 380	—	7 468	—	232 469	1 573 144	18	12.9
Boeing 747-200	3 302	573	—	4 090	—	107 795	955 976	10	12.7
Lockheed L-1011-200 Tristar	431	101	—	564	—	13 815	64 872	2	8.4
BAC/Aerospatiale Concorde	993	176	—	696	—	8 792	53 983	6	4.5
<b>TOTAL</b>	<b>24 585</b>	<b>18 281</b>	<b>223</b>	<b>37 503</b>	<b>908</b>	<b>1 547 083</b>	<b>3 920 018</b>	<b>173</b>	<b>7.0</b>
<b>British Airtours</b>									
Boeing 737-200	959	517	—	1 563	—	56 444	105 061	4	11.0
Boeing 707-420	1 319	621	—	1 907	—	82 893	197 078	7	7.7
<b>TOTAL</b>	<b>2 278</b>	<b>1 138</b>	<b>—</b>	<b>3 470</b>	<b>—</b>	<b>139 337</b>	<b>302 139</b>	<b>11</b>	<b>8.7</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	544	3 681	—	2 703	—	46 483	6 226	24	3.5
Sikorsky S76	6	51	—	49	—	241	29	1	0.4
Bell 212 Twin	32	612	—	157	—	3 576	166	2	2.2
<b>TOTAL</b>	<b>582</b>	<b>4 344</b>	<b>—</b>	<b>2 909</b>	<b>—</b>	<b>50 300</b>	<b>6 421</b>	<b>27</b>	<b>3.3</b>
<b>British Caledonian Airways</b>									
BAC 111-200	548	1 434	—	1 367	—	63 526	26 125	7	6.5
BAC 111-500	1 182	1 426	44	2 266	52	95 922	86 310	9	7.4
Boeing 707-320C/336	1 353	279	90	1 385	391	15 313	84 077	6	9.9
McDonnell-Douglas DC-10-30	1 654	376	—	2 087	—	38 626	252 034	5	12.7
Sikorsky S61N	24	598	—	149	—	7 771	311	1	4.9
<b>TOTAL</b>	<b>4 760</b>	<b>4 113</b>	<b>134</b>	<b>7 254</b>	<b>443</b>	<b>221 158</b>	<b>448 857</b>	<b>28</b>	<b>8.5</b>
<b>Air Continental</b>									
Piper PA31 Navajo (All series)	49	—	62	—	164	—	—	2	2.6
<b>Air Ecosse</b>									
Piper PA31 Navajo (All Series)	—	1	—	1	—	8	2	..	..
Embraer Bandeirante	82	393	—	282	—	2 435	498	..	..
<b>TOTAL</b>	<b>82</b>	<b>394</b>	<b>—</b>	<b>283</b>	<b>—</b>	<b>2 443</b>	<b>500</b>	<b>..</b>	<b>..</b>
<b>Air Europe</b>									
Boeing 737-200	1 393	729	—	2 178	—	85 009	164 951	5	12.1
<b>Air UK</b>									
Fokker Friendship 100/600	618	1 769	—	1 977	—	40 152	14 943	12	7.1
HP Herald 100/200	915	3 260	559	2 965	644	77 267	19 440	19	6.8
Fokker F28 2000-6000	103	159	—	182	—	7 556	4 948	2	7.3
Embraer Bandeirante	240	737	—	853	—	4 827	1 733	6	5.1
BAC 111-300/400	689	529	—	1 184	—	37 820	48 755	4	6.4
Cessna 404 Titan	—	—	—	—	—	—	—	2	—
<b>TOTAL</b>	<b>2 565</b>	<b>6 454</b>	<b>559</b>	<b>7 161</b>	<b>644</b>	<b>167 622</b>	<b>89 820</b>	<b>45</b>	<b>6.1</b>

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
		Passenger	Cargo	Passenger	Cargo				
<b>Air-Bridge Carriers</b>									
AW650 Argosy	44	—	125	—	178	—	—	3	2.0
Aviation Traders Merchantman	90	—	122	—	206	—	—	3	2.7
<b>TOTAL</b>	<b>134</b>	<b>—</b>	<b>247</b>	<b>—</b>	<b>384</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>2.3</b>
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	23	188	—	118	—	1 197	146	2	1.5
<b>Alidair</b>									
Vickers Viscount 700	89	252	—	314	—	7 290	2 751	4	2.7
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	89	1 714	—	439	—	18 388	930	6	2.5
Britten-Norman Islander	14	177	—	69	—	854	68	2	1.2
DHC 6 Twin-Otter	33	262	—	146	—	3 186	414	1	3.6
<b>TOTAL</b>	<b>136</b>	<b>2 153</b>	<b>—</b>	<b>654</b>	<b>—</b>	<b>22 428</b>	<b>1 412</b>	<b>9</b>	<b>2.3</b>
<b>B.E.A.S.</b>									
Bell 212 Twin	80	3 485	—	534	—	14 625	336	4	3.7
<b>Bristow Helicopters</b>									
Sikorsky S61N	435	2 106	—	2 635	—	24 201	4 999	23	3.9
Westland Wessex	64	880	—	455	—	6 840	497	4	3.3
MBB BO 105	5	69	—	33	—	108	8	1	0.7
Sikorsky S76	54	251	—	234	—	1 364	293	4	1.6
Bell 212 Twin	21	700	—	140	—	4 325	130	3	1.3
Aerospatiale SA330J Puma	85	457	—	417	—	4 524	841	4	2.7
Sikorsky S58T	—	—	—	—	—	—	—	—	2.3
<b>TOTAL</b>	<b>664</b>	<b>4 463</b>	<b>—</b>	<b>3 914</b>	<b>—</b>	<b>41 362</b>	<b>6 768</b>	<b>39</b>	<b>3.1</b>
<b>Britannia Airways</b>									
Boeing 737-200	6 301	3 554	—	9 893	—	396 367	702 247	23	11.4
<b>British Air Ferries</b>									
HP Herald 100/200	275	501	79	877	81	916	4 852	12	2.1
HS 125	4	8	—	9	—	10	7	2	0.5
<b>TOTAL</b>	<b>278</b>	<b>509</b>	<b>79</b>	<b>886</b>	<b>81</b>	<b>926</b>	<b>4 858</b>	<b>14</b>	<b>1.9</b>
<b>British Caledonian Helicopters</b>									
Sikorsky S61N	1	3	—	4	—	48	12	1	0.6
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	847	2 575	—	2 826	—	111 040	40 811	12	6.9
McDonnell-Douglas DC9-10 to 40	345	867	—	809	—	45 379	19 424	3	7.2
Boeing 707-320C/336	292	78	—	392	—	—	30 026	3	3.5
<b>TOTAL</b>	<b>1 484</b>	<b>3 520</b>	<b>—</b>	<b>4 027</b>	<b>—</b>	<b>156 419</b>	<b>90 261</b>	<b>18</b>	<b>6.4</b>
<b>Brymon Airways</b>									
HP Herald 100/200	39	115	—	133	—	3 346	1 139	1	3.8
DHC 6 Twin-Otter	186	924	—	857	—	7 266	1 614	4	7.0
Britten-Norman Islander	—	—	—	—	—	—	—	—	1.6
<b>TOTAL</b>	<b>225</b>	<b>1 039</b>	<b>—</b>	<b>990</b>	<b>—</b>	<b>10 612</b>	<b>2 753</b>	<b>5</b>	<b>6.8</b>
<b>Burnthills Aviation</b>									
Bell 206 Jetranger	8	72	—	54	—	128	14	2	0.8

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
		Passenger	Cargo	Passenger	Cargo				
<b>Cabair</b>									
Cessna 404 Titan	14	40	—	53	—	137	48	—	—
Piper PA31 Navajo (All Series)	1	4	—	4	—	6	2	3	0.1
<b>TOTAL</b>	<b>16</b>	<b>44</b>	<b>—</b>	<b>57</b>	<b>—</b>	<b>143</b>	<b>51</b>	<b>3</b>	<b>0.1</b>
<b>Dan-Air Services</b>									
HS 748	767	2 202	89	2 740	82	59 388	23 010	19	4.4
Vickers Viscount 700D/800/810	124	456	—	408	—	15 962	5 579	2	7.0
BAC 111-200	208	305	2	447	2	15 691	11 266	2	6.2
BAC 111-300/400	857	733	—	1 538	—	46 614	62 274	5	8.6
BAC 111-500	1 319	1 070	—	2 362	—	109 688	136 851	7	9.1
Boeing 727-200	702	378	—	1 062	—	53 612	101 221	3	7.2
DH 106 Comet 4B/C	319	237	—	562	—	22 280	31 920	4	2.8
Boeing 727-100	1 459	778	—	2 176	—	88 418	174 112	7	9.1
<b>TOTAL</b>	<b>5 755</b>	<b>6 159</b>	<b>91</b>	<b>11 295</b>	<b>84</b>	<b>411 653</b>	<b>546 233</b>	<b>49</b>	<b>6.4</b>
<b>Express Air Services CI</b>									
DC3 Dakota/Pionair	21	—	127	—	121	—	—	2	1.6
HP Herald 100/200	102	156	253	227	179	5 181	2 078	4	3.7
Vickers Viscount 700D/800/810	43	82	—	116	—	3 276	2 567	1	3.8
<b>TOTAL</b>	<b>166</b>	<b>238</b>	<b>380</b>	<b>343</b>	<b>300</b>	<b>8 457</b>	<b>4 645</b>	<b>7</b>	<b>3.2</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	12	—	35	—	56	—	—	2	1.7
<b>Guernsey Airlines</b>									
Vickers Viscount 700	36	92	—	117	—	3 355	1 694	1	4.1
<b>Haywards Aviation</b>									
Britten-Norman Islander	8	34	—	37	—	202	46	1	1.5
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.6
<b>TOTAL</b>	<b>8</b>	<b>34</b>	<b>—</b>	<b>37</b>	<b>—</b>	<b>202</b>	<b>46</b>	<b>2</b>	<b>1.0</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	32	—	26	—	73	—	—	2	2.1
<b>Jersey European Airways</b>									
Britten-Norman Islander	26	276	—	126	—	1 037	97	2	2.5
DHC 6 Twin-Otter	11	86	—	46	—	546	60	1	1.7
Piper PA31 Navajo (All Series)	1	2	—	4	—	—	2	1	1.0
Embraer Bandeirante	75	379	—	277	—	2 587	403	2	2.7
<b>TOTAL</b>	<b>113</b>	<b>743</b>	<b>—</b>	<b>453</b>	<b>—</b>	<b>4 170</b>	<b>562</b>	<b>6</b>	<b>2.2</b>
<b>Laker Airways</b>									
BAC 111-300/400	884	558	—	1 427	—	35 870	61 303	5	9.0
McDonnell-Douglas DC10-10	1 460	511	—	2 578	—	141 846	537 202	6	11.0
Boeing 707-320C/336	29	19	—	45	—	1 150	4 249	2	—
McDonnell-Douglas DC-10-30	2 492	314	—	2 597	—	72 430	552 388	5	11.3
<b>TOTAL</b>	<b>4 866</b>	<b>1 402</b>	<b>—</b>	<b>6 647</b>	<b>—</b>	<b>251 296</b>	<b>1 155 143</b>	<b>18</b>	<b>10.4</b>
<b>Loganair</b>									
Britten-Norman Trislander	106	838	—	561	—	6 248	780	5	3.0
Britten-Norman Islander	118	1 048	73	419	133	3 488	243	7	2.4
DHC 6 Twin-Otter	262	721	—	1 138	—	8 013	2 918	11	4.1
Short SD-330	54	220	—	216	—	3 137	731	1	5.1
Embraer Bandeirante	—	—	—	—	—	—	—	1	6.2
<b>TOTAL</b>	<b>541</b>	<b>2 827</b>	<b>73</b>	<b>2 334</b>	<b>133</b>	<b>20 886</b>	<b>4 672</b>	<b>25</b>	<b>3.4</b>

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers uplifted	Seat kms used (000)	Aircraft in Service at Quarter ended June 1980	Daily utilisation per aircraft (hrs) Quarter ended June 1980
		Passenger	Cargo	Passenger	Cargo				
<b>Management Aviation</b>									
MBB BO 105	67	1 172	391	303	31	3 516	182	4	2.8
Aerospatiale SA-365 Dauphin	40	560	102	158	22	1 581	99	2	2.3
<b>TOTAL</b>	<b>107</b>	<b>1 732</b>	<b>493</b>	<b>461</b>	<b>53</b>	<b>5 097</b>	<b>281</b>	<b>6</b>	<b>2.6</b>
<b>Monarch Airlines</b>									
BAC 111-500	628	462	—	1 114	—	46 893	63 862	3	9.1
Boeing 720/720B	1 491	765	—	2 196	—	96 836	209 270	6	8.8
Boeing 120/120B	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>2 119</b>	<b>1 227</b>	<b>—</b>	<b>3 310</b>	<b>—</b>	<b>143 729</b>	<b>273 132</b>	<b>10</b>	<b>8.0</b>
<b>North Scottish Helicopters</b>									
Sikorsky S61N	62	267	—	320	—	2 995	689	..	..
MBB BO 105	137	1 533	—	639	—	4 599	413	..	..
Sikorsky S76	32	150	—	119	—	578	127	..	..
Aerospatiale SA-365 Dauphin	35	752	—	142	—	4 512	213	..	..
<b>TOTAL</b>	<b>266</b>	<b>2 702</b>	<b>—</b>	<b>1 220</b>	<b>—</b>	<b>12 684</b>	<b>1 442</b>	<b>..</b>	<b>..</b>
<b>Orion Airways</b>									
Boeing 737-200	1 068	626	—	1 710	—	66 803	120 345	4	13.9
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	135	—	39	—	230	—	—	1	9.3
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	101	—	38	—	228	—	—	1	7.8
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	155	—	45	—	210	—	—	2	7.3
<b>Skyways Aviation</b>									
DC3 Dakota/Pionair	22	—	76	—	97	496	—	3	0.8
Fairchild Hillier FH227B	80	126	169	102	173	712	377	2	4.2
<b>TOTAL</b>	<b>103</b>	<b>126</b>	<b>245</b>	<b>102</b>	<b>270</b>	<b>1 208</b>	<b>377</b>	<b>5</b>	<b>2.2</b>
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	27	—	50	—	125	—	—	3	6.1
<b>TAC Heavylift</b>									
Short SC5/10 Belfast	32	—	22	—	89	—	—	2	4.7
<b>Tradewinds Airways</b>									
Boeing 707-320C/336	491	—	189	—	676	—	—	3	6.6
<b>GRAND TOTAL</b>	<b>61 870</b>	<b>72 643</b>	<b>3 030</b>	<b>110 232</b>	<b>5 151</b>	<b>3 794 037</b>	<b>7 852 885</b>	<b>570</b>	<b>6.1</b>

(a) Excludes Air Taxi Operations

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

**Table 1.15**

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo and Mail (000)	Passengers (000)	
<b>Chargeable Operations Own Aircraft</b>					
Class 1	928 413	570 736	112 757	457 978	61.5
Class 2	37 913	26 435	—	26 435	69.7
Class 3	221 205	176 135	—	176 135	79.6
Class 4	9 744	7 197	—	7 197	73.9
Class 5	532	439	—	439	82.5
Class 6	35 517	21 491	21 491	—	60.5
Class 7	2 443	1 323	97	1 226	54.2
<b>TOTAL</b>	<b>1 235 767</b>	<b>803 757</b>	<b>134 345</b>	<b>669 410</b>	<b>65.0</b>
<b>Non-Chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	24 313	16 292	7 730	8 561	67.0
Exempt Services	39 066	21 823	6 902	14 922	55.8
<b>TOTAL</b>	<b>63 379</b>	<b>38 114</b>	<b>14 632</b>	<b>23 483</b>	<b>59.9</b>
<b>GRAND TOTAL</b>	<b>1 299 146</b>	<b>841 871</b>	<b>148 977</b>	<b>692 894</b>	<b>64.8</b>

## Output by Type of Licence and Aircraft Ownership for July 1980

**Table 1.16**

Type of Licence or Service	Capacity Tonne-km Available			Total (000)
	Own Aircraft (000)	Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	928 413	219	17 042	945 675
Class 2	37 913	—	—	37 913
Class 3	221 205	2 816	1 795	225 816
Class 4	9 744	—	—	9 744
Class 6	35 517	6 215	883	42 614
Class 7	2 443	—	—	2 443
Class 8	39 066	1 947	4 592	45 605
<b>TOTAL</b>	<b>1 274 301</b>	<b>11 196</b>	<b>24 313</b>	<b>1 309 810</b>
Class 5	532	—	—	532
<b>TOTAL</b>	<b>532</b>	<b>—</b>	<b>—</b>	<b>532</b>
<b>GRAND TOTAL</b>	<b>1 274 833</b>	<b>11 196</b>	<b>24 313</b>	<b>1 310 342</b>

# Passenger Analysis by Type of Licence and Fare Category July 1980

**Table 1.17.1**

**SCHEDULED**

Class 1			Fare categories(a)				Other facilities			Total Passengers
	First Class	Normal Economy	Individual travel - only fares Excursion	Apex/ Iplex	Youth Student	Other	Specified Facilities	IT & Fly Drive	Other Travel	
All	73 188	1 019 890	541 211	349 122	7 218	64 390	139 115	57 610	19 869	2 271 613
International	73 188	533 607	434 509	265 914	6 182	46 644	128 972	22 844	14 644	1 526 504
Domestic	—	486 283	106 702	83 208	1 036	17 746	10 143	34 766	5 225	745 109

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

CAA HEADINGS	BRITISH AIRWAYS HEADINGS
FIRST CLASS	FIRST CLASS AND SUPERSONIC
NORMAL ECONOMY	NORMAL ECONOMY
EXCURSION	DISCOUNT AND OTHER ECONOMY
APEX/IPEX	APEX
YOUTH AND STUDENT	—
OTHER	—
SPECIFIED FACILITIES	PART CHARTER
IT & FLY DRIVE	—
OTHER TRAVEL	STANDBY

**NON-SCHEDULED**

**Table 1.17.2**

Licence Class	Charter categories				Total Passengers
	ABC	Affinity	IT	Other	
<b>Class 2 All</b>	22 259	58 150		46 505	126 914
International	22 259	58 150		46 505	126 914
Domestic	—	—		—	—
<b>Class 3 All</b>			1 224 410		1 224 410
International			1 219 348		1 219 348
Domestic			5 062		5 062
<b>Class 4 All</b>	356	2 579	30 800	1 447	35 182
International	356	2 579	29 891	1 167	33 993
Domestic	—	—	909	280	1 189
<b>Class 7 All</b>				112 242	112 242
International				110 350	110 350
Domestic				1 892	1 892
<b>Class 8 All</b>				62 635	62 635
International				23 832	23 832
Domestic				38 803	38 803
<b>TOTAL All</b>	22 615	60 729	1 255 210	222 829	1 561 383
International	22 615	60 729	1 249 239	181 854	1 514 437
Domestic	—	—	5 971	40 975	46 946

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

**Table 1.18**

	<b>April-June 1980</b>	
	Stage Flights	Aircraft Hours
Aero Commander	14	11
Beech 76 Duchess	36	38
Beech 200 Super King Air	243	319
Beechcraft B55 Baron	8	6
Beechcraft B80 Queen-Air	37	45
Beechcraft B90 King-Air	331	478
Bell 47G	56	67
Bell 206 Jetranger	3 591	2 396
Bell 212 Twin	23	22
Britten-Norman Islander	154	231
Britten-Norman Trislander	112	126
Cessna 150	8	8
Cessna 172 Skyhawk	633	229
Cessna 180/182	19	26
Cessna 206 Super Skywagon	163	45
Cessna 310/320	313	242
Cessna 404 Titan	676	950
Cessna 401/402/411/414/421	1 317	1 464
Cessna 500 Citation	77	89
Cessna 550 Citation 2	92	113
Dassault M20/F20	206	300
DC3 Dakota/Pionair	275	313
DHC 6 Twin Otter	500	427
DH 104 Dove	1	1
Ecureil	267	332
Embraer Bandeirante	4 480	4 150
Enstrom F28A	145	150
Gates Learjet 35A	125	110
HS 125	1 822	1 825
Hughes 269A (300)	65	37
Hughes 369 (500)	142	108
MBB BO 105	229	349
Partenavia P68B Victor	217	229
Piper PA23 Aztec (and Apache)	4 644	4 667
Piper PA28 (and PA32) Cherokee	39	36
Piper PA30/39 Twin Commanche	242	244
Piper PA31 Navajo (all Series)	3 431	3 526
Piper PA34-200 Seneca	280	197
Short SC7 Skyvan	17	25
Sikorsky S61N	6	3
Sikorsky S76	4	4
Ted Smith Aerostar 601P	87	107
Turbo Commander	211	264
<b>ALL OPERATORS TOTAL</b>	<b>25 338</b>	<b>24 309</b>

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



## **Part 2**

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

## Size of UK Airports Year ended July 1980

Table 2.1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports
Heathrow	28 016	48.39
Gatwick	9 222	15.93
Manchester	3 823	6.60
Glasgow	2 353	4.06
Luton	2 162	3.73
Birmingham	1 626	2.81
Belfast	1 484	2.56
Aberdeen	1 398	2.41
Edinburgh	1 213	2.10
Newcastle	895	1.55
East Midlands	644	1.11
Sumburgh	616	1.06
Liverpool	550	0.95
Prestwick	417	0.72
Leeds/Bradford	387	0.67
Isle of Man	338	0.58
Stansted	315	0.54
Southampton	314	0.54
Tees-side	270	0.47
Cardiff	257	0.44
Bristol	237	0.41
Other 21 airports	1 364	2.36

## Main Outputs of UK Airports 1951-1979

Table 2.2

Airports	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Cargo tonnes (000)
1951	499	187	2 471	44
1952	514	195	2 776	40
1953	556	214	3 419	64
1954	559	232	4 004	84
1955	601	259	4 831	113
1956	602	293	5 617	121
1957	720	329	6 600	139
1958	719	340	6 761	167
1959	727	358	7 867	226
1960	754	402	10 075	279
1961	810	447	12 249	313
1962	800	449	13 793	344
1963	818	458	15 506	360
1964	884	480	17 649	399
1965	957	508	19 918	418
1966	1 093	556	22 582	517
1967	1 213	566	24 003	488
1968	1 279	560	24 845	524
1969	1 399	591	28 064	585
1970	1 468	607	31 606	580
1971	1 618	630	34 934	532
1972	1 733	669	39 125	649
1973	1 892	719	43 125	699
1974	1 849	710	40 082	721
1975	1 911	701	41 846	638
1976	1 896	740	44 666	659
1977	1 912	759	45 927	705
1978	2 029	862	52 829	748
1979	2 198	924	56 992	797

**Year ended**

July 1979	2 117	901	55 348	790
July 1980	2 250	950	57 900	762

**Latest year's growth (percentages)**

	6.3	5.4	4.6	-3.5
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**Mean rates of growth (percentages) to 1979**

20 years	6.2	3.9	8.9	5.0
10 years	3.5	4.1	5.7	3.3
5 years	3.6	7.3	8.2	5.9

# Use of UK Airports

**Table 2.3**

## Main Categories of Operator and Service

	A.T. Movements (000's)				Total	Terminal Passengers (000's)				Total
	Scheduled		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	25 322.2	14 284.3	10 539.0	2 678.1	52 829.5
1979	519.5	155.8	218.3	30.2	923.9	27 795.7	15 113.0	11 218.6	2 864.8	56 992.1
1978 1st quarter	100.3	32.8	40.7	3.9	177.7	4 988.5	2 647.9	1 763.7	268.5	9 668.6
2nd quarter	124.8	38.3	54.5	7.6	225.1	6 532.7	3 599.6	2 817.4	701.5	13 651.2
3rd quarter	138.3	43.1	60.7	11.5	253.6	7 816.2	4 707.6	3 800.7	1 261.0	17 585.5
4th quarter	115.7	36.5	48.0	5.8	206.0	5 990.8	3 329.2	2 157.3	447.0	11 924.3
1979 1st quarter	108.0	33.2	43.9	4.3	189.4	5 221.5	2 783.6	1 920.7	267.6	10 193.4
2nd quarter	138.5	40.0	58.4	8.7	245.7	7 411.9	3 943.0	3 078.5	827.7	15 261.2
3rd quarter	149.6	44.7	64.8	12.1	271.1	8 685.2	4 979.0	4 049.3	1 332.0	19 045.5
4th quarter	123.5	37.8	51.2	5.3	217.8	6 477.0	3 407.3	2 170.1	437.6	12 492.0
1980 1st quarter	119.2	36.8	50.4	3.4	209.8	5 891.0	3 048.8	2 060.7	240.2	11 240.6
2nd quarter	136.9	39.6	65.8	7.8	250.1	7 172.7	3 795.6	3 477.1	757.7	15 203.1
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
March	40.4	11.8	16.3	1.7	70.2	2 058.1	1 021.2	746.5	123.1	3 948.9
April	43.6	12.8	17.7	2.0	76.0	2 324.7	1 230.7	918.9	171.8	4 646.0
May	47.8	13.7	20.0	3.0	84.5	2 479.3	1 266.6	994.7	260.3	5 000.9
June	47.1	13.5	20.8	3.7	85.1	2 608.0	1 445.7	1 164.9	395.6	5 614.2
July	50.9	15.2	22.1	4.4	92.5	2 930.5	1 691.7	1 316.4	474.8	6 413.3
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
March	41.2	12.6	18.0	1.3	73.1	2 202.2	1 128.2	817.2	104.8	4 252.4
April	43.5	13.1	19.8	1.7	78.1	2 245.2	1 197.9	941.7	130.9	4 515.7
May	46.6	13.6	22.4	2.7	85.3	2 349.1	1 240.3	1 185.4	259.3	5 034.2
June	46.8	12.9	23.6	3.4	86.8	2 578.4	1 357.5	1 349.9	367.5	5 653.2
July	50.0	14.5	24.9	3.9	93.4	2 839.0	1 550.5	1 509.8	432.3	6 331.7

# Aircraft 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>Other</b>	
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	Test and 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	2 198.2	1 012.7	923.9	88.8	1 185.4	921.7	146.1	117.7
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.4	172.6	34.3	24.0
1979 1st quarter	416.8	207.0	189.4	17.6	209.8	147.1	35.8	26.8
2nd quarter	606.2	270.0	245.7	24.4	336.1	266.9	37.2	32.1
3rd quarter	674.8	299.0	271.1	27.8	375.9	307.5	38.8	29.5
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1980 1st quarter	480.6	226.9	209.7	17.2	253.7	181.4	42.4	29.8
2nd quarter	616.1	272.6	250.1	22.5	343.5	271.1	38.0	34.5
1979 January	123.7	67.2	60.8	6.4	56.5	39.5	10.0	7.0
February	132.6	63.6	58.3	4.8	69.5	49.1	11.6	8.8
March	160.5	76.6	70.2	6.5	83.8	58.6	14.3	11.0
April	188.8	83.1	76.0	7.1	105.7	85.0	11.1	9.6
May	206.4	93.3	84.5	8.8	113.1	88.8	12.3	12.1
June	211.0	93.6	85.1	8.5	117.3	93.1	13.8	10.5
July	239.3	102.1	92.5	9.5	137.3	111.0	14.9	11.4
1980 January	156.3	74.9	69.3	5.6	81.4	58.4	13.4	9.6
February	149.1	72.8	67.3	5.5	76.3	54.4	12.3	9.6
March	175.3	79.2	73.1	6.1	96.1	68.6	16.7	10.7
April	201.1	84.7	78.1	6.6	116.4	90.5	15.4	10.4
May	214.2	93.3	85.3	8.1	120.8	95.1	12.1	13.6
June	200.9	94.6	86.8	7.8	106.3	85.4	10.4	10.4
July	217.0	101.6	93.4	8.2	115.5	94.0	13.3	8.2

# Aircraft Movements July 1980

**Table 2.5**

	Total	Commercial Movements					Non-Commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
<b>London Area Airports</b>											
+Gatwick	15 088	13 304	—	566	1	78	21	—	1 070	—	48
+Heathrow	26 660	24 887	—	12	—	42	333	—	1 285	13	88
+Luton	6 339	3 203	—	597	28	179	70	754	1 500	1	7
+Southend	6 958	994	2	4	—	321	—	3 223	2 410	4	—
+Stansted	3 307	326	—	39	—	1 591	36	44	1 183	69	19
Total (London Area)	58 352	42 714	2	1 218	29	2 211	460	4 021	7 448	87	162
Westland Heliport (Battersea)	1 240	350	34	350	—	—	—	—	358	—	148
<b>Other UK Airports</b>											
+Aberdeen	8 924	6 479	—	692	—	723	25	971	10	—	24
+Belfast	7 586	3 032	—	146	169	16	—	1 215	315	—	2 693
Benbecula	312	222	—	7	23	2	4	—	—	—	54
+Birmingham	8 137	3 142	—	100	5	44	31	3 662	1 133	—	20
+Blackpool	9 239	577	652	94	15	76	6	6 712	1 043	—	64
+Bournemouth	7 401	890	168	84	2	1 546	8	2 907	1 759	—	37
+Bristol	3 632	687	—	85	—	18	—	1 882	934	2	24
+Cambridge	5 155	132	—	27	—	1 567	—	1 603	550	—	1 276
+Cardiff	5 412	795	—	30	—	417	—	3 659	500	—	11
+Coventry	5 157	128	—	16	1	524	—	3 576	900	—	12
+East Midlands	6 878	1 446	30	170	23	426	46	2 378	1 308	—	51
+Edinburgh	6 191	2 594	8	14	56	145	265	1 421	1 173	2	513
+Exeter	3 696	704	—	26	90	82	47	1 665	892	—	190
+Glasgow	8 561	5 125	—	483	93	127	299	1 403	977	3	51
Gloucester/Cheltenham	4 815	57	—	—	268	925	—	2 688	831	—	46
Hawarden	2 213	—	—	—	—	90	—	1 868	223	—	32
Humberside	2 437	352	—	135	52	32	23	1 727	46	—	70
Inverness	2 109	708	—	25	342	108	—	835	79	—	12
Islay	212	174	—	40	10	—	—	2	24	—	2
+Isle of Man	3 372	1 376	2	40	250	738	—	775	116	—	75
Isles of Scilly	728	664	—	—	20	—	—	—	40	—	4
Kirkwall	1 167	967	—	26	25	—	2	82	65	—	—
+Leeds/Bradford	4 808	1 285	10	27	41	57	40	2 310	1 006	6	26
+Liverpool	7 428	1 735	—	311	2	1 537	—	2 021	1 759	—	63
+Lydd	5 026	240	56	52	192	28	—	3 473	917	—	68
+Manchester	8 621	6 095	52	234	4	19	309	741	1 109	11	47
+Manston	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	3 561	1 988	14	83	22	6	1	776	619	2	50
+Norwich	2 297	964	—	64	56	595	27	—	585	2	4
Penzance Heliport	554	526	—	2	18	—	—	—	8	—	—
+Prestwick	3 404	982	—	14	—	514	148	1 083	292	—	371
+Southampton	9 251	1 385	—	29	32	308	26	6 510	945	—	16
Stornoway	759	477	—	59	5	4	16	142	29	2	25
+Sumburgh	3 471	2 696	—	423	40	290	—	7	11	—	4
Swansea	1 587	101	—	22	33	10	—	1 017	394	—	10
+Tees-side	3 665	1 032	4	99	29	110	12	1 780	566	2	31
Tiree	72	58	—	—	—	2	—	6	6	—	—
Wick	598	504	—	4	—	—	1	65	16	—	8
Total Other UK Airports	157 436	50 319	996	3 623	1 918	11 086	1 336	60 962	21 180	32	5 984
Total (Incl. London Area)	217 028	93 383	1 032	5 191	1 947	13 297	1 796	64 983	28 986	119	6 294
<b>Channel Islands Airports</b>											
Alderney	1 174	1 174	—	—	—	—	—	—	—	—	—
Guernsey	3 455	3 455	—	—	—	—	—	—	—	—	—
Jersey	7 090	5 700	—	—	—	—	—	—	1 362	—	28
Total (Channel Islands Airports)	11 719	10 329	—	—	—	—	—	—	1 362	—	28

# Air Transport Movements by Type and Nationality of Operator for July 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	13 304	418	5 342	1 046	788	4 376	1 334
+Heathrow	24 887	11 142	2 280	11 458	—	4	3
+Luton	3 203	—	111	5	—	2 772	315
+Southend	994	—	580	—	—	402	12
+Stansted	326	4	86	—	—	23	213
TOTAL (London Area)	42 714	11 564	8 399	12 509	788	7 577	1 877
Westland Heliport (Battersea)	350	—	—	—	—	350	—
<b>Other UK Airports</b>							
+Aberdeen	6 479	955	583	—	856	3 941	144
+Belfast	3 032	1 164	1 376	54	—	203	235
Benbecula	222	54	168	—	—	—	—
+Birmingham	3 142	1 056	929	202	12	787	156
+Blackpool	577	—	437	—	—	140	—
+Bournemouth	890	2	706	—	—	180	2
+Bristol	687	—	347	39	—	253	48
+Cambridge	132	—	88	—	—	39	5
+Cardiff	795	—	641	—	—	91	63
+Coventry	128	—	16	—	—	111	1
+East Midlands	1 446	—	752	1	—	601	92
+Edinburgh	2 594	831	1 551	45	—	116	51
+Exeter	704	—	681	—	—	15	8
+Glasgow	5 125	1 631	1 460	394	2	1 481	157
Gloucester/Cheltenham	57	—	42	—	—	15	—
Hawarden	—	—	—	—	—	—	—
Humberside	352	—	291	—	—	59	2
Inverness	708	346	199	—	4	143	16
Islay	174	—	154	—	—	20	—
+Isle of Man	1 376	—	1 376	—	—	—	—
Isles of Scilly	664	532	132	—	—	—	—
Kirkwall	967	245	506	—	42	172	2
+Leeds/Bradford	1 285	—	1 088	—	—	192	5
+Liverpool	1 735	—	718	229	4	768	16
+Lydd	240	—	238	—	—	2	—
+Manchester	6 095	1 841	798	812	254	1 902	488
+Manston	..	..	..	..	..	..	..
+Newcastle	1 988	318	955	—	9	569	137
+Norwich	964	—	812	—	—	130	22
Penzance Heliport	526	526	—	—	—	—	—
+Prestwick	982	159	229	232	—	66	296
+Southampton	1 385	—	1 309	—	—	62	14
Stornoway	477	130	138	—	1	208	—
+Sumburgh	2 696	258	36	—	894	1 454	54
Swansea	101	—	—	—	—	96	5
+Tees-side	1 032	2	743	—	—	245	42
Tiree	58	—	54	—	—	4	—
Wick	504	—	421	—	—	80	3
TOTAL Other U.K. Airports	50 319	10 050	19 974	2 008	2 078	14 145	2 064
TOTAL All Reporting U.K. Airports	93 383	21 614	28 373	14 517	2 866	22 072	3 941
<b>Channel Islands Airports</b>							
Alderney	1 174	—	974	—	—	200	—
Guernsey	3 455	—	3 263	104	—	82	6
Jersey	5 700	326	5 013	165	—	181	15
TOTAL (Channel Islands Airports)	10 329	326	9 250	269	—	463	21

# Air Transport Landings Diverted from/to UK Reporting Airports

July 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	12			7He 1Ma 1Lu 3Bo																													
Heathrow	6											1Sh															1St 1Ma 1Bi		1St		1Lu		
Luton	16		1Em	2He 1Em 2Bi	1Em							1Em	1Em														4Em 1Bi		1Em 1Ma				
Aberdeen	39			1In						1GI																1In	1GI 1Ed	1Ed	7GI 2In	4GI 1Ed 19In			
Belfast	2																				1BI					1Em							
Birmingham	3			1Em		1Em							1Em																				
Blackpool	1																																
Bristol	1										1Em																						
East Midlands	2			1BI																													
Edinburgh	16																										1Pr		1Ma 12GI	3GI			
Exeter	2																																
Humberside	3																								1Sh								
Isle of Man	4												1Em	1BI																			
Kirkwall	1																									1In		1BI					
Leeds	14																																
Liverpool	1												1Em																				
Manchester	99	2Li	4Li	3Li	4Li	2Li		1Li	4Li	6Li	2Li	5Li	5Li	1Li	1Li	3Li	4Li	1Li	5Li	1Li	4Li			4Li	3Li	4Li	4Li	6Li 1BI	1Pr 3Li	1Li	4Li	1Em 1BI 5Li	3Li
Newcastle	14																										1Em	1Em		1GI 2Em 1Ma 4Te			
Norwich	1																																
Sumburgh	3																																
Tees-side	1																																
Tiree	1																																
Other Internal	60			2Ex				1Sh 2Bo				6Ex 1Sh	7Ex 2Sh 15Bo					2Ex	6Ex 1Sh	2Lu 1Ex 2Bo		1Sh		1GI	1Em	4Ex	1Bo		2In	1GI			
Overseas	10			1He	1Em			1He	1St			1Pr									1He	1Ed											1Pr
All Aerodromes	312	2	5	26	6	3	4	4	6	6	3	13	5	29	6	4	4	3	12	8	5	1	5	4	4	9	15	15	4	55	41	5	

**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	Lj	Liverpool	Pr	Prestwick	Tl	Tiree
Be	Belfast	Co	Coventry	He	Heathrow	Lu	Luton	Sh	Southampton	Wl	Wick
Bb	Benbecula	Em	East Midlands	Hu	Humberside	Ld	Lydd	So	Southend	Xl	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	Gi	Glasgow	Ki	Kirkwall	No	Norwich	Ss	Swansea		

# Air Transport Movements for July 1980

## Comparison with the previous year

Table 2.8

	International				Domestic				1980 Total		1979 Total		Percentage Change	
	Scheduled		Charter		Scheduled		Charter		Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft						
<b>London Area Airports</b>														
+Gatwick	3 855	90	6 168	175	2 662	199	52	103	12 737	567	11 742	550	8.5	3.1
+Heathrow	18 051	1 004	3	4	5 825	—	—	—	23 879	1 008	25 039	1 218	-4.6	-17.2
+Luton	48	6	2 241	226	63	—	218	402	2 570	633	2 594	174	-0.9	263.8
+Southend	442	—	160	—	138	—	254	—	994	—	1 438	—	-30.9	—
+Stansted	1	—	211	9	89	—	3	13	304	22	574	34	-47.0	-35.3
TOTAL (London Area)	22 397	1 099	8 783	414	8 777	199	527	518	40 484	2 230	41 387	1 976	-2.2	12.9
Westland Heliport (Battersea)	—	—	—	—	—	—	350	—	350	—	370	—	-5.4	—
<b>Other UK Airports</b>														
+Aberdeen	289	1	2 527	50	1 248	—	2 301	63	6 365	114	5 175	95	23.0	20.0
+Belfast	54	—	238	21	2 435	105	11	168	2 738	294	2 488	223	10.0	31.8
Benbecula	—	—	—	—	222	—	—	—	222	—	202	—	9.9	—
+Birmingham	845	—	848	—	1 342	—	100	7	3 135	7	3 273	—	-4.2	—
+Blackpool	85	—	3	—	324	28	37	100	449	128	649	136	-30.8	-5.9
+Bournemouth	—	1	24	2	390	317	156	—	570	320	465	259	22.6	23.6
+Bristol	204	1	192	—	180	1	17	92	593	94	744	39	-20.3	141.0
+Cambridge	—	—	23	—	88	—	21	—	132	—	135	—	-2.2	—
+Cardiff	144	—	150	—	497	—	4	—	795	—	829	—	-4.1	—
+Coventry	—	—	61	1	16	—	50	—	127	1	87	—	46.0	—
+East Midlands	265	21	400	55	466	1	86	152	1 217	229	1 128	136	7.9	68.4
+Edinburgh	294	—	146	—	2 001	132	13	8	2 454	140	2 562	132	-4.2	6.1
+Exeter	98	—	15	—	538	45	8	—	659	45	605	3	8.9	1 400.0
+Glasgow	532	124	734	1	2 822	7	767	138	4 855	270	4 724	208	2.8	29.8
Gloucester/Cheltenham	—	—	—	—	42	—	15	—	57	—	133	—	-57.1	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	42	—	19	—	249	—	42	—	352	—	583	3	-37.5	—
Inverness	—	—	38	—	545	—	125	—	708	—	584	—	21.2	—
Islay	—	—	—	—	154	—	20	—	174	—	172	—	1.2	—
+Isle of Man	78	—	—	—	1 263	35	—	—	1 341	35	1 377	27	-2.6	29.6
Isles of Scilly	—	—	—	—	664	—	—	—	664	—	630	—	5.4	—
Kirkwall	—	—	37	—	751	—	179	—	967	—	1 023	2	-5.5	—
+Leeds/Bradford	283	—	115	1	805	—	81	—	1 284	1	1 195	25	7.4	-96.0
+Liverpool	53	190	125	10	703	1	91	562	972	763	1 146	402	-15.2	89.8
+Lydd	90	122	2	—	26	—	—	—	118	122	175	126	-32.6	-3.2
+Manchester	1 509	96	2 558	6	1 845	1	80	—	5 992	103	5 274	136	13.6	-24.3
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	307	—	562	1	926	40	152	—	1 947	41	1 783	79	9.2	-48.1
+Norwich	258	—	45	—	554	—	63	44	920	44	1 222	13	-24.7	238.5
Penzance Heliport	—	—	—	—	526	—	—	—	526	—	500	—	5.2	—
+Prestwick	219	62	263	5	308	31	94	—	884	98	1 057	142	-16.4	-31.0
+Southampton	286	—	35	—	1 021	2	41	—	1 383	2	1 443	10	-4.2	-80.0
Stornoway	—	—	30	—	266	2	176	3	472	5	425	2	11.1	150.0
+Sumburgh	—	—	1 497	78	294	—	791	36	2 582	114	2 762	67	-6.5	70.1
Swansea	—	—	7	—	—	—	94	—	101	—	231	—	-56.3	—
+Tees-side	66	—	116	—	679	—	164	7	1 025	7	1 256	1	-18.4	600.0
Tiree	—	—	—	—	54	—	4	—	58	—	52	—	11.5	—
Wick	—	—	6	—	421	—	75	2	502	2	466	1	7.7	100.0
TOTAL other UK Airports	6 001	618	10 816	231	24 665	748	5 858	1 382	47 340	2 979	46 535	2 267	1.7	31.4
TOTAL all reporting UK Airports	28 398	1 717	19 599	645	33 442	947	6 735	1 900	88 174	5 209	88 292	4 243	-0.1	22.8
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	1 174	—	1 083	—	8.4	—
Guernsey	..	..	..	..	..	..	..	..	3 455	—	3 530	—	-2.1	—
Jersey	..	..	..	..	..	..	..	..	5 700	—	5 891	—	-3.2	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	10 329	—	10 504	—	-1.7	—



# Air Passengers by Type and Nationality of Operator July 1980

**Table 2.9**

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		Terminal	Transit	Terminal	Transit
				British Airways	Others	British Airways	Others	British Airways	Others						
<b>London Area Airports</b>															
+ Gatwick	1 200 763	1 193 586	7 177	19 650	—	340 118	—	91 604	2 912	110 427	—	461 551	2 796	170 236	1 469
+ Heathrow	2 797 399	2 769 397	28 002	1 331 526	—	71 728	36	1 365 894	27 966	—	—	249	—	—	—
+ Luton	267 419	266 053	1 366	—	—	5 422	35	4	—	—	—	235 858	1 039	24 769	292
+ Southend	16 093	16 093	—	—	—	15 505	—	—	—	—	—	409	—	179	—
+ Stansted	30 024	29 405	619	1	190	778	—	—	—	—	—	21	263	28 605	166
<b>TOTAL (London Area)</b>	<b>4 311 698</b>	<b>4 274 534</b>	<b>37 164</b>	<b>1 351 177</b>	<b>190</b>	<b>433 551</b>	<b>71</b>	<b>1 457 502</b>	<b>30 878</b>	<b>110 427</b>	<b>—</b>	<b>698 088</b>	<b>4 098</b>	<b>223 789</b>	<b>1 927</b>
Westland Heliport (Battersea)	1 258	1 258	—	—	—	—	—	—	—	—	—	1 258	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	130 664	130 086	578	44 133	273	14 629	63	—	—	9 273	—	58 205	232	3 846	10
+ Belfast	176 458	176 323	135	94 211	—	53 503	—	1 432	3	—	—	997	—	26 180	132
Benbecula	2 258	2 209	49	1 560	—	649	49	—	—	—	—	—	—	—	—
+ Birmingham	173 610	171 499	2 111	43 300	414	27 253	798	9 992	631	728	82	76 621	55	14 605	131
+ Blackpool	9 153	8 996	157	—	—	8 823	131	—	—	—	—	173	26	—	—
+ Bournemouth	14 527	13 213	1 314	—	71	9 818	1 118	—	—	—	—	3 395	125	—	—
+ Bristol	30 493	29 158	1 335	—	—	8 328	1 093	1 808	157	—	—	14 663	18	4 359	67
+ Cambridge	3 756	3 756	—	—	—	3 582	—	—	—	—	—	130	—	44	—
+ Cardiff	35 107	30 267	4 840	—	—	13 268	4 840	—	—	—	—	9 797	—	7 202	—
+ Coventry	1 464	1 464	—	—	—	857	—	—	—	—	—	598	—	9	—
+ East Midlands	78 471	78 310	161	—	—	35 615	26	—	—	—	—	33 211	135	9 484	—
+ Edinburgh	126 789	121 916	4 873	67 052	112	34 573	4 593	3 152	130	—	—	12 031	—	5 108	38
+ Exeter	10 381	9 713	668	—	—	8 581	668	—	—	—	—	548	—	584	—
+ Glasgow	259 386	257 533	1 853	99 954	22	38 641	32	15 763	1 779	12	—	85 968	—	17 195	20
Glasgow	1 406	1 406	—	—	—	1 337	—	—	—	—	—	69	—	—	—
Glasgow/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4 262	3 952	310	—	—	3 597	305	—	—	—	—	347	5	8	—
Inverness	16 126	15 038	1 088	11 798	952	1 103	—	—	—	21	—	713	136	1 403	—
Islay	1 232	1 232	—	—	—	1 200	—	—	—	—	—	32	—	—	—
+ Isle of Man	41 925	41 003	922	—	—	41 003	922	—	—	—	—	—	—	—	—
Isles of Scilly	13 872	13 872	—	12 688	—	1 184	—	—	—	—	—	—	—	—	—
Kirkwall	10 536	8 711	1 825	4 433	1 327	3 088	13	—	—	118	255	1 052	230	20	—
+ Leeds/Bradford	40 811	38 135	2 676	—	—	27 526	2 644	—	—	—	—	10 601	32	8	—
+ Liverpool	45 725	45 583	142	—	—	29 912	—	1 862	—	553	—	12 794	142	462	—
+ Lydd	1 330	1 226	104	—	—	1 226	—	—	—	—	—	—	104	—	—
+ Manchester	533 653	521 783	11 870	126 789	2 235	21 707	2 196	39 652	1 338	29 634	—	232 751	275	71 250	5 826
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	115 033	109 875	5 158	20 722	—	25 106	3 848	—	—	975	—	47 387	44	15 685	1 266
+ Norwich	16 886	15 779	1 107	—	—	13 752	1 107	—	—	—	—	1 159	—	868	—
Penzance Heliport	12 688	12 688	—	12 688	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	109 510	70 951	38 559	14 446	6 527	2 556	5	19 359	8 515	—	—	7 794	3 289	26 796	20 223
+ Southampton	31 645	31 271	374	—	—	30 820	350	—	—	—	—	344	22	107	2
Stornoway	7 687	7 586	101	5 124	—	642	—	—	—	—	—	1 820	101	—	—
+ Sumburgh	49 466	49 182	284	7 929	—	340	1	—	—	12 571	41	27 877	242	465	—
Swansea	1 204	1 170	34	—	—	—	—	—	—	—	—	1 150	34	20	—
+ Tees-side	28 434	26 896	1 538	117	—	19 403	1 498	—	—	—	—	4 564	36	2 812	4
Tiree	438	425	13	—	—	421	11	—	—	—	—	4	2	—	—
Wick	3 766	3 700	66	—	—	3 307	—	—	—	—	—	380	66	13	—
<b>TOTAL other UK Airports</b>	<b>2 140 152</b>	<b>2 055 907</b>	<b>84 245</b>	<b>566 944</b>	<b>11 933</b>	<b>487 350</b>	<b>26 311</b>	<b>93 020</b>	<b>12 553</b>	<b>53 885</b>	<b>378</b>	<b>646 175</b>	<b>5 351</b>	<b>208 533</b>	<b>27 719</b>
<b>TOTAL (Incl. London Area)</b>	<b>6 453 108</b>	<b>6 331 699</b>	<b>121 409</b>	<b>1 918 121</b>	<b>12 123</b>	<b>920 901</b>	<b>26 382</b>	<b>1 550 522</b>	<b>43 431</b>	<b>164 312</b>	<b>378</b>	<b>1 345 521</b>	<b>9 449</b>	<b>432 322</b>	<b>29 646</b>
<b>Channel Islands Airports</b>															
Alderney	9 816	9 816	—	—	—	8 618	—	—	—	—	—	1 198	—	—	—
Guernsey	67 208	63 814	3 394	—	—	60 712	3 077	2 362	216	—	—	565	71	175	30
Jersey	172 407	168 485	3 922	24 917	—	135 059	3 707	7 942	175	—	—	496	40	71	—
<b>TOTAL (Channel Is. Airports)</b>	<b>249 431</b>	<b>242 115</b>	<b>7 316</b>	<b>24 917</b>	<b>—</b>	<b>204 389</b>	<b>6 784</b>	<b>10 304</b>	<b>391</b>	<b>—</b>	<b>—</b>	<b>2 259</b>	<b>111</b>	<b>246</b>	<b>30</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 July 1980

**Table 2.10**

Comparison with the previous year.

	Total 1980	Total 1979	Percentage change	1980	International 1979	Percentage change	1980	Domestic 1979	Percentage change
<b>London Area Airports</b>									
+Gatwick	1 193 586	1 038 947	14.9	1 082 607	943 554	14.7	110 979	95 393	16.3
+Heathrow	2 769 397	2 996 433	-7.6	2 388 103	2 575 590	-7.3	381 294	420 843	-9.4
+Luton	266 053	269 492	-1.3	259 552	264 646	-1.9	6 501	4 846	34.2
+Southend	16 093	22 671	-29.0	7 528	14 756	-49.0	8 565	7 915	8.2
+Stansted	29 405	49 083	-40.1	28 626	47 790	-40.1	779	1 293	-39.8
TOTAL (London Area)	4 274 534	4 376 626	-2.3	3 766 416	3 846 336	-2.1	508 118	530 290	-4.2
Westland Heliport (Battersea)	1 258	1 037	21.3	—	—	—	1 258	1 037	21.3
<b>Other UK Airports</b>									
+Aberdeen	130 086	124 742	4.3	38 588	33 861	14.0	91 498	90 881	0.7
+Belfast	176 323	176 001	0.2	27 970	22 598	23.8	148 353	153 403	-3.3
Benbecula	2 209	2 395	-7.8	—	—	—	2 209	2 395	-7.8
+Birmingham	171 499	168 861	1.6	125 623	117 681	6.7	45 876	51 180	-10.4
+Blackpool	8 996	14 974	-39.9	1 268	1 815	-30.1	7 728	13 159	-41.3
+Bournemouth	13 213	12 813	3.1	2 223	2 079	6.9	10 990	10 734	2.4
+Bristol	29 158	30 299	-3.8	24 188	24 090	0.4	4 970	6 209	-20.0
+Cambridge	3 756	3 727	0.8	116	240	-51.7	3 640	3 487	4.4
+Cardiff	30 267	27 984	8.2	21 397	19 601	9.2	8 870	8 383	5.8
+Coventry	1 464	950	54.1	374	263	42.2	1 090	687	58.7
+East Midlands	78 310	67 532	16.0	51 881	40 726	27.4	26 429	26 806	-1.4
+Edinburgh	121 916	135 677	-10.1	27 302	33 155	-17.7	94 614	102 522	-7.7
+Exeter	9 713	9 795	-0.8	2 953	2 443	20.9	6 760	7 352	-8.1
+Glasgow	257 533	262 022	-1.7	109 192	99 716	9.5	148 341	162 306	-8.6
Gloucester/Cheltenham	1 406	2 738	-48.6	—	—	—	1 406	2 738	-48.6
Hawarden	—	—	—	—	—	—	—	—	—
Humberside	3 952	5 852	-32.5	531	820	-35.2	3 421	5 032	-32.0
Inverness	15 038	14 286	5.3	1 525	1 086	40.4	13 513	13 200	2.4
Islay	1 232	1 359	-9.3	—	—	—	1 232	1 359	-9.3
+Isle of Man	41 003	54 261	-24.4	1 816	3 033	-40.1	39 187	51 228	-23.5
Isles of Scilly	13 872	14 444	-4.0	—	—	—	13 872	14 444	-4.0
Kirkwall	8 711	10 085	-13.6	238	172	38.4	8 473	9 913	-14.5
+Leeds/Bradford	38 135	43 483	-12.3	16 833	15 112	11.4	21 302	28 371	-24.9
+Liverpool	45 583	60 376	-24.5	16 049	32 159	-50.1	29 534	28 217	4.7
+Lydd	1 226	8 049	-84.8	510	8 049	-93.7	716	—	—
+Manchester	521 783	441 631	18.1	422 219	340 691	23.9	99 564	100 940	-1.4
+Manston	..	..	..	..	..	..	..	..	..
+Newcastle	109 875	103 902	5.7	71 929	60 910	18.1	37 946	42 992	-11.7
+Norwich	15 779	20 783	-24.1	7 552	10 391	-27.3	8 227	10 392	-20.8
Penzance Heliport	12 688	12 945	-2.0	—	—	—	12 688	12 945	-2.0
+Prestwick	70 951	75 950	-6.6	68 154	73 543	-7.3	2 797	2 407	16.2
+Southampton	31 271	35 805	-12.7	5 305	5 299	0.1	25 966	30 506	-14.9
Stornoway	7 586	7 579	0.1	104	456	-77.2	7 482	7 123	5.0
+Sumburgh	49 182	51 837	-5.1	20 763	21 538	-3.6	28 419	30 299	-6.2
Swansea	1 170	1 093	7.0	22	6	266.7	1 148	1 087	5.6
+Tees-side	26 896	27 720	-3.0	7 906	7 304	8.2	18 990	20 416	-7.0
Tiree	425	482	-11.8	—	—	—	425	482	-11.8
Wick	3 700	3 247	14.0	13	—	—	3 687	3 247	13.6
TOTAL other UK Airports	2 055 907	2 035 679	1.0	1 074 544	978 837	9.8	981 363	1 056 842	-7.1
TOTAL all reporting Airports	6 331 699	6 413 342	-1.3	4 840 960	4 825 173	0.3	1 490 739	1 588 169	-6.1
<b>Channel Islands Airports</b> (Channel Islands do not supply an International/Domestic split).									
Alderney	9 816	10 080	-2.6	—	—	—	—	—	—
Guernsey	63 814	71 396	-10.6	—	—	—	—	—	—
Jersey	168 485	188 226	-10.5	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	242 115	269 702	-10.2	—	—	—	—	—	—

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

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

Table 2.11

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

	Austria	Belgium	Denmark	Finland	France	German F.R.	Greece	Irish Republic	Italy	Malta	Nether-lands	Norway	Portugal	Spain	Sweden	Switzerland	Turkey	Yugoslavia	Eastern Europe(a)	Cyprus
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	264	1 306	189	295	3 472	184	1 053	44	192	204	88
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	239	1 435	209	385	4 726	188	1 105	49	291	230	126
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	170	1 508	244	483	5 493	236	1 130	61	291	284	166
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	263	1 734	279	578	5 974	275	1 181	95	394	334	218
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	384	1 619	275	429	4 842	281	1 032	90	323	347	100
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	497	1 634	351	309	5 298	336	1 093	94	410	410	9
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	478	1 835	522	296	4 667	423	1 181	120	414	395	79
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	489	1 934	691	399	4 617	524	1 289	135	285	338	121
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	670	1 994	564	474	5 553	524	1 372	114	428	418	161
1979	241	867	626	138	3 102	3 081	1 562	2 015	2 550	940	1 959	550	591	5 650	500	1 413	111	508	534	232
1978 3rd quarter (i)	87	229	188	42	881	858	526	705	847	246	562	168	167	2 173	158	401	38	188	169	74
1978 4th quarter (i)	52	219	144	30	688	673	206	433	413	166	472	120	106	1 155	116	312	28	77	80	33
1979 1st quarter (ii)	38	187	119	24	636	625	110	370	475	134	391	110	81	806	87	311	23	35	73	26
1979 2nd quarter (ii)	64	234	173	40	872	841	462	496	694	235	537	151	164	1 591	141	376	24	158	137	54
1979 3rd quarter (ii)	88	230	195	45	958	913	725	700	946	352	550	166	213	2 200	162	412	42	233	231	106
1979 4th quarter	50	217	139	29	636	702	265	449	435	218	481	120	133	1 053	110	315	23	81	93	45
1980 1st quarter	40	194	117	29	641	683	119	420	575	170	421	115	100	738	95	341	16	27	81	35
1980 2nd quarter	63	209	153	40	815	826	561	438	728	310	510	157	195	1 602	108	378	16	129	131	59
	Canary Islands	Near East (b)	North Africa (c)	East Africa (d)	West Africa (e)	Central Africa (f)	Southern Africa (g)	Middle East (h)	Indian Sub-Cont. (j)	Far East (k)	Japan	Australia & New Zealand	Canada	United States of America (l)	Central America (i)	South America (m)	Caribbean (n)	Oil Rigs	Others (o)	Total
1970	178	210	154	144	87	40	155	173	164	128	45	113	904	2 511	14	50	160	..	169	21 655
1971	218	283	177	156	91	44	163	203	143	189	71	108	933	2 814	11	54	174	..	202	24 831
1972	264	305	406	190	94	49	179	255	230	243	80	146	1 102	3 203	12	67	222	..	217	28 149
1973	270	333	440	171	117	63	198	290	236	324	114	207	1 289	3 320	22	75	245	..	258	30 885
1974	303	354	313	162	135	59	248	349	289	353	126	257	1 303	2 926	21	62	259	125	324	28 152
1975	402	353	353	189	173	71	307	629	357	375	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	529	327	415	218	221	69	342	812	391	464	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	563	438	425	200	340	71	324	444	444	484	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	656	499	509	224	370	69	344	1 263	491	541	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	758	554	633	240	366	67	371	1 063	564	602	257	618	1 637	5 388	31	133	353	481	391	41 677
1978 3rd quarter (i)	174	175	166	73	123	22	100	442	129	173	61	118	676	1 883	8	36	90	60	113	13 329
1978 4th quarter (i)	193	114	128	55	78	16	90	273	141	148	64	123	234	1 112	7	30	86	58	97	8 570
1979 1st quarter (ii)	198	108	119	56	72	14	90	205	142	133	64	139	163	836	6	29	73	122	83	7 313
1979 2nd quarter (ii)	168	128	153	51	83	16	88	240	131	137	57	156	456	1 479	7	29	83	56	95	11 057
1979 3rd quarter (ii)	207	188	188	76	117	23	103	370	140	185	75	160	780	1 888	11	43	105	60	119	14 305
1979 4th quarter	185	128	173	57	94	14	91	248	150	148	61	163	238	1 185	8	32	93	192	94	8 948
1980 1st quarter	192	128	166	62	95	13	104	233	146	139	56	170	189	909	4	33	83	131	94	7 903
1980 2nd quarter	159	128	171	52	96	15	94	228	128	150	55	149	410	1 622	4	32	92	141	94	11 247

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

The following countries are included in the groupings below:—

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

- (j) Afghanistan, Bangladesh, India, Pakistan, Sri Lanka.
- (k) Brunei, Burma, China, Hong Kong, Indonesia, Kampuchea, Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Taiwan, Thailand, Vietnam.
- (l) Belize, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama.
- (m) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Uruguay, Venezuela.
- (n) Bahamas, Barbados, Bermuda, Cayman Is., French Antilles, Jamaica, Leeward Is., Netherlands Antilles, Puerto Rico, Trinidad & Tobago, Turks & Caicos Is., U.S. Virgin Is., Windward Is.
- (o) Faroes, Gibraltar, Iceland, Luxembourg, Atlantic Ocean Is., Indian Ocean Is., Pacific Ocean Is.

**Special Note—Sumburgh**

- (i) Sumburgh traffic not included for 1978.
- (ii) Sumburgh traffic not included for March-September 1979.

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

**Table 2.12**

<b>Comparison with the previous year</b>			<b>1980</b>		<b>1979</b>		<b>Percentage change of total traffic</b>
	<b>Total</b>	<b>Sched.</b>	<b>Charter</b>	<b>Total</b>	<b>Sched.</b>	<b>Charter</b>	
<b>Austria</b>	30 105	16 665	13 440	31 001	17 668	13 333	-3
London (a) – Vienna	23 996	13 233	10 763	25 346	14 806	10 540	
– Salzburg	3 577	2 814	763	3 188	2 862	326	
Luton – Vienna	1 822	—	1 822	1 889	—	1 889	
<b>Belgium</b>	69 294	68 311	983	79 437	77 958	1 479	-13
London (a) – Brussels	51 764	51 764	—	57 111	57 111	—	
– Antwerp	5 343	5 343	—	6 196	6 196	—	
– Ostend	250	250	—	413	336	77	
– Liege	495	495	—	447	447	—	
– Charleroi	523	523	—	450	450	—	
Manchester – Brussels	4 100	4 094	6	4 000	4 000	—	
Birmingham – Brussels	2 355	2 349	6	2 361	2 241	120	
Southend – Ostend	2 465	2 349	116	5 715	5 609	106	
<b>Denmark</b>	57 598	44 356	13 242	69 666	49 670	19 996	-17
London (a) – Copenhagen (c)	38 305	33 601	4 704	43 978	34 137	9 841	
– Aarhus	2 213	1 864	349	3 475	2 795	680	
Glasgow (b) – Copenhagen (c)	3 706	3 245	461	4 092	3 996	96	
Manchester – Copenhagen (c)	4 745	4 745	—	4 933	4 933	—	
Luton – Copenhagen (c)	2 918	—	2 918	5 226	—	5 226	
<b>Finland</b>	17 350	10 944	6 406	19 750	12 792	6 958	-12
<b>France</b>	318 558	301 066	17 492	339 101	320 156	18 945	-6
London (a) – Paris (d)	198 319	198 231	88	201 861	199 391	2 470	
– Toulouse	3 878	3 878	—	3 247	3 247	—	
– Caen	418	418	—	418	418	—	
– Marseille	9 105	7 977	1 128	8 557	7 850	707	
– Lille	1 728	1 728	—	1 748	1 748	—	
– Nice	28 349	27 042	1 307	27 536	26 988	548	
– Rennes	341	341	—	342	342	—	
– Bordeaux	5 744	5 628	116	5 885	5 885	—	
– Le Touquet	3 203	3 128	75	6 246	6 246	—	
– Montpellier	3 461	3 461	—	3 049	3 010	39	
– Strasbourg	2 570	2 570	—	3 641	3 515	126	
– Ajaccio	2 152	510	1 642	2 760	933	1 827	
– Lyon	8 154	8 154	—	7 953	7 953	—	
– Le Havre	—	—	—	13	13	—	
– Deauville	379	379	—	515	515	—	
– Quimper	840	829	11	805	805	—	
– Dijon	162	162	—	583	512	71	
– Nantes	2 840	2 840	—	2 807	2 807	—	
– Perpignan	1 098	1 098	—	578	578	—	
– Nimes	177	177	—	559	419	140	
Manchester – Paris (d)	8 978	8 978	—	10 069	10 061	8	
Birmingham – Paris (d)	5 133	5 067	66	5 808	5 791	17	
Southend – Le Touquet	1 072	1 048	24	2 251	2 128	123	
Luton – Toulouse	195	—	195	—	—	—	
Lydd – Beauvais	510	510	—	8 049	8 049	—	
<b>German Fed. Republic</b>	3 23 623	249 273	74 350	300 491	237 807	62 684	-8
London (a) – Berlin (e)	19 093	12 633	6 460	16 967	9 357	7 610	
– Frankfurt	76 428	70 168	6 260	76 941	68 583	8 358	
– Hamburg	33 516	29 943	3 573	35 360	31 066	4 294	
– Dusseldorf	41 400	37 105	4 295	39 423	35 710	3 713	
– Munich	50 955	31 945	19 010	38 276	23 632	14 644	
– Stuttgart	17 690	12 973	4 717	17 325	13 615	3 710	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Germany (continued)</b>							
London (a) – Cologne (Bonn)	14 865	14 865	—	20 225	17 971	2 254	
– Nuremburg	2 064	2 064	—	2 556	2 474	82	
– Bremen	7 164	7 164	—	7 368	7 368	—	
– Hanover	17 002	13 816	3 186	15 037	11 667	3 370	
Manchester – Frankfurt	5 735	5 735	—	5 841	5 841	—	
– Dusseldorf	4 247	4 247	—	4 336	4 332	4	
– Munich	5 643	—	5 643	1 960	—	1 960	
Birmingham – Frankfurt	1 897	1 745	152	1 604	1 604	—	
– Dusseldorf	2 773	2 773	—	2 056	2 056	—	
Luton – Munich	10 150	—	10 150	3 036	—	3 036	
– Stuttgart	—	—	—	876	—	876	
<b>Gibraltar</b>	12 005	4 569	7 436	13 231	5 662	7 569	-9
London (a) – Gibraltar	9 735	4 569	5 166	9 787	5 662	4 125	
<b>Greece</b>	280 381	46 183	234 198	230 211	56 741	173 470	22
London (a) – Athens	82 044	43 233	38 811	93 603	52 698	40 905	
– Salonika	6 701	2 065	4 636	3 380	2 342	1 038	
– Corfu	38 606	691	37 915	32 671	1 701	30 970	
– Rhodes	18 653	—	18 653	11 213	—	11 213	
– Crete	24 070	—	24 070	20 919	—	20 919	
Manchester – Athens	9 379	—	9 379	6 203	—	6 203	
– Corfu	19 931	—	19 931	12 180	—	12 180	
Luton – Salonika	1 708	—	1 708	1 477	—	1 477	
– Corfu	13 582	—	13 582	15 432	—	15 432	
<b>Iceland</b>	6 034	6 034	—	7 003	6 855	148	-14
London (a) – Keflavik	4 633	4 633	—	4 542	4 542	—	
Glasgow (b) – Keflavik	1 401	1 401	—	2 412	2 313	99	
Luton – Keflavik	—	—	—	49	—	49	
<b>Irish Republic</b>	189 476	187 315	2 161	226 127	223 151	2 976	-16
London (a) – Dublin	92 653	92 598	55	99 597	99 138	459	
– Shannon	15 431	15 431	—	16 730	16 730	—	
– Cork	18 828	18 650	178	19 361	19 361	—	
Glasgow (b) – Dublin	9 071	9 071	—	12 693	12 693	—	
Liverpool – Dublin	1 347	1 347	—	5 604	5 455	149	
Manchester – Dublin	15 608	15 592	16	16 484	16 483	1	
Edinburgh – Dublin	3 152	3 152	—	5 404	5 404	—	
Birmingham – Dublin	14 149	13 419	730	15 689	15 689	—	
Luton – Dublin	167	—	167	69	—	69	
Leeds/Bradford – Dublin	2 253	2 251	2	3 336	3 328	8	
Bristol – Dublin	1 834	1 824	10	3 335	3 335	—	
E. Midlands – Dublin	2 666	2 660	6	2 756	2 746	10	
Belfast – Shannon	643	286	357	6 879	6 252	627	
<b>Italy</b>	329 936	120 398	209 538	326 160	120 241	205 919	1
London (a) – Rome (f)	52 170	42 482	9 688	53 959	42 400	11 559	
– Milan (g)	60 254	37 699	22 555	66 982	39 753	27 229	
– Turin	4 600	3 813	787	3 304	3 304	—	
– Pisa	15 635	10 243	5 392	15 258	9 617	5 641	
– Naples	16 459	4 449	12 010	16 830	5 360	11 470	
– Venice	21 584	8 231	13 353	17 595	6 642	10 953	
– Genoa	6 513	4 441	2 072	9 257	4 212	5 045	
– Bologna	1 687	1 344	343	1 851	—	1 851	
– Rimini	15 468	117	15 351	15 504	2 601	12 903	
Manchester – Milan (g)	5 164	3 143	2 021	5 599	3 337	2 262	
– Rimini	8 988	—	8 988	7 353	—	7 353	
Luton – Rome (f)	6 233	—	6 233	7 522	—	7 522	
– Milan (g)	20 886	—	20 886	19 162	—	19 162	
– Naples	9 144	—	9 144	7 686	—	7 686	
– Venice	6 110	—	6 110	7 533	—	7 533	
– Genoa	1 157	—	1 157	1 495	—	1 495	
– Palermo	4 400	—	4 400	4 789	—	4 789	
– Rimini	5 262	—	5 262	5 978	—	5 978	



**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Luxembourg</b>	6 337	6 324	13	6 497	6 422	75	-2
London (a) – Luxembourg	6 324	6 324	—	6 483	6 422	61	
<b>Malta</b>	145 128	36 650	108 478	117 357	39 635	77 722	24
London (a) – Malta	69 400	31 091	38 309	64 255	36 717	27 538	
Manchester – Malta	26 643	4 156	22 487	20 576	2 918	17 658	
Birmingham – Malta	11 804	—	11 804	6 627	—	6 627	
Luton – Malta	9 672	—	9 672	10 132	—	10 132	
Newcastle – Malta	7 032	—	7 032	7 612	—	7 612	
<b>Netherlands</b>	167 661	166 232	1 429	184 109	183 117	992	-9
London (a) – Amsterdam	95 843	95 635	208	104 939	104 939	—	
– Rotterdam	14 442	14 413	29	17 687	17 687	—	
– Maastricht	1 734	1 734	—	2 072	2 072	—	
Glasgow (b) – Amsterdam	4 576	4 547	29	4 939	4 770	169	
Norwich – Amsterdam	5 075	5 063	12	5 532	5 532	—	
Southampton – Amsterdam	2 390	2 390	—	2 705	2 705	—	
Manchester – Amsterdam	10 625	10 603	22	10 887	10 887	—	
Edinburgh – Amsterdam	5 109	5 109	—	3 880	3 880	—	
Birmingham – Amsterdam	3 810	3 771	39	3 857	3 857	—	
Luton – Amsterdam	11	—	11	3	—	3	
Newcastle – Amsterdam	5 856	5 856	—	5 820	5 820	—	
Aberdeen – Amsterdam	2 994	2 991	3	3 369	3 352	17	
Leeds/Bradford – Amsterdam	3 037	2 919	118	3 112	3 112	—	
E. Midlands – Amsterdam	3 455	3 455	—	2 981	2 979	2	
Southend – Rotterdam	2 723	2 723	—	4 992	4 852	140	
<b>Norway</b>	62 061	48 421	13 640	65 520	48 465	17 055	-5
London (a) – Oslo (h)	31 051	23 261	7 790	32 144	21 660	10 484	
– Bergen	11 455	11 363	92	10 942	10 508	434	
– Stavanger	5 759	5 750	9	5 746	5 746	—	
– Kristiansand	776	776	—	960	960	—	
Luton – Oslo (h)	—	—	—	1 200	—	1 200	
Newcastle – Stavanger	1 224	1 224	—	2 852	2 852	—	
Aberdeen – Stavanger	1 863	399	1 464	2 550	1 233	1 317	
<b>Portugal</b>	78 347	23 894	54 453	66 661	28 481	38 180	18
London (a) – Lisbon	21 875	17 048	4 827	24 107	18 921	5 186	
– Oporto	2 752	2 752	—	3 043	3 043	—	
– Faro	26 593	4 064	22 529	23 279	6 515	16 764	
Manchester – Faro	7 412	—	7 412	5 021	—	5 021	
Luton – Lisbon	3 042	—	3 042	2 030	—	2 030	
– Faro	4 884	—	4 884	3 231	—	3 231	
<b>Spain</b>	704 268	117 150	587 118	691 377	124 594	566 783	2
London (a) – Madrid	51 533	38 880	12 653	50 412	42 982	7 430	
– Barcelona	26 791	18 896	7 895	27 619	19 850	7 769	
– Valencia	8 614	7 050	1 564	8 817	7 442	1 375	
– Seville	1 629	1 629	—	1 960	1 960	—	
– Malaga	33 335	15 662	17 673	32 800	15 003	17 797	
– Bilbao	9 948	9 725	223	10 275	9 992	283	
– Majorca	75 629	10 538	65 091	70 836	11 705	59 131	
– Santiago	4 494	2 928	1 566	6 088	3 989	2 099	
– Minorca	16 749	1 801	14 948	15 435	1 604	13 831	
– Alicante	23 824	5 152	18 672	26 896	5 957	20 939	
– Ibiza	25 304	2 286	23 018	20 963	2 597	18 366	
– Gerona	18 227	1 166	17 061	18 505	831	17 674	
– Almeria	1 592	—	1 592	2 094	—	2 094	
Glasgow (b) – Majorca	14 777	—	14 777	13 231	—	13 231	
– Alicante	7 370	—	7 370	8 188	—	8 188	
– Ibiza	5 860	—	5 860	5 879	—	5 879	
– Gerona	6 521	—	6 521	6 251	—	6 251	

**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>							
Manchester – Barcelona	8 439	—	8 439	6 995	—	6 995	
– Malaga	11 519	—	11 519	10 531	—	10 531	
– Majorca	39 453	—	39 453	32 860	—	32 860	
– Minorca	13 437	—	13 437	10 949	—	10 949	
– Alicante	17 600	—	17 600	15 728	—	15 728	
– Ibiza	16 745	—	16 745	13 271	—	13 271	
– Gerona	9 803	—	9 803	11 706	—	11 706	
Belfast – Majorca	6 329	—	6 329	4 107	—	4 107	
Edinburgh – Majorca	2 932	—	2 932	3 915	—	3 915	
– Alicante	2 223	—	2 223	2 121	—	2 121	
Birmingham – Barcelona	3 329	—	3 329	1 937	—	1 937	
– Malaga	2 389	—	2 389	3 160	—	3 160	
– Majorca	15 776	—	15 776	15 161	—	15 161	
– Alicante	5 974	—	5 974	8 148	—	8 148	
– Ibiza	7 191	—	7 191	7 440	—	7 440	
– Gerona	4 001	—	4 001	3 823	—	3 823	
Luton – Madrid	4 052	—	4 052	4 500	—	4 500	
– Barcelona	3 014	—	3 014	6 117	—	6 117	
– Malaga	8 693	—	8 693	9 076	—	9 076	
– Majorca	19 210	—	19 210	23 309	—	23 309	
– Alicante	9 110	—	9 110	11 266	—	11 266	
– Ibiza	8 163	—	8 163	10 443	—	10 443	
– Gerona	9 987	—	9 987	8 219	—	8 219	
Cardiff – Majorca	5 414	—	5 414	4 779	—	4 779	
– Alicante	1 586	—	1 586	1 474	—	1 474	
Newcastle – Barcelona	2 580	—	2 580	3 513	—	3 513	
– Majorca	7 600	—	7 600	9 053	—	9 053	
– Alicante	4 075	—	4 075	3 475	—	3 475	
Leeds/Bradford – Majorca	4 177	—	4 177	3 299	—	3 299	
– Alicante	1 639	—	1 639	2 194	—	2 194	
Bristol – Majorca	3 742	—	3 742	3 460	—	3 460	
E. Midlands – Majorca	7 939	—	7 939	6 287	—	6 287	
– Alicante	3 240	—	3 240	4 184	—	4 184	
– Ibiza	3 375	—	3 375	3 259	—	3 259	
<b>Sweden</b>							
London (a) – Stockholm (i)	26 547	18 603	7 944	33 439	19 480	13 959	–18
– Goteborg	14 948	7 556	7 392	17 121	8 949	8 172	
– Malmo	4 985	—	4 985	5 271	—	5 271	
Luton – Stockholm (i)	6 220	—	6 220	8 324	—	8 324	
<b>Switzerland</b>							
London (a) – Berne	2 614	2 614	—	2 372	2 372	—	1
– Zurich	68 601	47 302	21 299	62 978	47 130	15 848	
– Geneva	48 162	38 328	9 834	52 972	40 437	12 535	
– Basle	11 567	8 987	2 580	11 357	8 541	2 816	
Manchester – Zurich	6 676	6 676	—	6 266	6 266	—	
– Geneva	1 429	1 429	—	1 419	1 419	—	
Birmingham – Zurich	1 189	1 189	—	—	—	—	
Luton – Zurich	—	—	—	2 386	—	2 386	
<b>Turkey</b>							
London (a) – Istanbul	10 693	9 554	1 139	13 329	13 328	1	–20
– Ankara	9 554	9 554	—	13 328	13 328	—	
–	—	—	—	—	—	—	
<b>Yugoslavia</b>							
London (a) – Belgrade	59 946	19 089	40 857	72 722	26 863	45 859	–18
– Zagreb	6 894	5 740	1 154	9 282	6 444	2 838	
– Ljubjana	3 730	3 356	374	6 132	5 826	306	
– Dubrovnic	2 748	2 276	472	4 637	3 776	861	
– Pula	5 176	1 635	3 541	8 363	1 988	6 375	
Manchester – Pula	6 739	1 213	5 526	9 969	2 003	7 966	
Luton – Pula	5 660	821	4 839	5 625	1 178	4 447	
	2 783	—	2 783	4 171	—	4 171	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Eastern Europe</b>	81 177	35 526	45 651	77 378	35 683	41 695	5
Bulgaria	12 203	1 279	10 924	11 775	1 115	10 660	
Czechoslovakia	3 620	3 620	—	3 797	3 797	—	
German Democratic Republic	196	66	130	136	136	—	
Hungary	7 717	7 717	—	7 357	6 841	516	
Poland	18 532	13 822	4 710	19 052	12 312	6 740	
Rumania	27 801	1 602	26 199	21 024	1 601	19 423	
USSR	11 108	7 420	3 688	14 237	9 881	4 356	
London (a) – Moscow (j)	8 684	6 612	2 072	11 113	9 354	1 759	
– Leningrad	1 448	808	640	959	527	432	
<b>TOTAL EUROPE</b>	<b>3 148 083</b>	<b>1 651 871</b>	<b>1 496 212</b>	<b>3 146 600</b>	<b>1 770 936</b>	<b>1 375 664</b>	—
<b>Cyprus</b>	31 052	31 041	11	32 302	32 141	161	-4
London (a) – Larnaca	28 888	28 879	9	31 003	31 003	—	
<b>Canary Islands</b>	61 176	3 533	57 643	65 420	4 131	61 289	-6
London (a) – Las Palmas	6 204	2 223	3 981	8 272	2 927	5 345	
– Tenerife (k)	15 453	1 310	14 143	17 076	1 204	15 872	
– Arrecife	4 364	—	4 364	3 970	—	3 970	
Glasgow (b) – Tenerife (k)	3 992	—	3 992	5 422	—	5 422	
Manchester – Las Palmas	1 347	—	1 347	1 541	—	1 541	
– Tenerife (k)	11 273	—	11 273	10 974	—	10 974	
Birmingham – Tenerife (k)	3 611	—	3 611	3 747	—	3 747	
Luton – Las Palmas	1 696	—	1 696	913	—	913	
– Tenerife (k)	4 977	—	4 977	6 521	—	6 521	
E. Midlands – Tenerife (k)	1 261	—	1 261	1 772	—	1 772	
<b>Near East</b>	59 364	44 070	15 294	62 132	59 599	2 533	-4
Israel	38 509	23 215	15 294	38 906	36 373	2 533	
London (a) – Tel Aviv	34 296	23 215	11 081	38 388	36 373	2 015	
Jordan	7 976	7 976	—	7 788	7 788	—	
Lebanon	7 199	7 199	—	8 036	8 036	—	
Syria	5 680	5 680	—	7 402	7 402	—	
<b>North Africa</b>	69 725	36 371	33 354	63 139	46 052	17 087	10
Algeria	4 472	4 472	—	4 193	4 191	2	
London (a) – Algiers	3 642	3 642	—	4 191	4 191	—	
– Oran	830	830	—	—	—	—	
Egypt	16 539	16 539	—	17 880	17 880	—	
Libya	8 244	8 244	—	13 465	13 465	—	
London (a) – Tripoli	6 030	6 030	—	9 608	9 608	—	
– Benghazi	2 200	2 200	—	3 857	3 857	—	
Morocco	13 896	3 213	10 683	9 141	4 810	4 331	
London (a) – Tangiers	5 300	1 361	3 939	4 423	2 001	2 422	
– Marrakesh	—	—	—	—	—	—	
– Casablanca (l)	1 852	1 852	—	2 809	2 809	—	
Tunisia	26 574	3 903	22 671	18 460	5 706	12 754	
London (a) – Tunis	6 345	3 133	3 212	7 701	5 706	1 995	
– Djerba	1 457	435	1 022	—	—	—	
– Monastir	6 260	335	5 925	1 656	—	1 656	
Manchester – Monastir	3 271	—	3 271	1 599	—	1 599	
Luton – Monastir	2 400	—	2 400	2 024	—	2 024	
<b>East Africa</b>	24 775	23 959	816	25 484	25 442	42	-3
Kenya	14 241	13 425	816	13 813	13 813	—	
London (a) – Nairobi	12 739	12 739	—	13 813	13 813	—	
– Mombasa	1 502	686	816	—	—	—	
Uganda	677	677	—	7	—	7	
Tanzania	2 522	2 522	—	2 036	2 001	35	
London (a) – Dar-es-Salaam	2 053	2 053	—	1 646	1 646	—	
– Kilimanjaro	469	469	—	390	355	35	
Sudan	5 019	5 019	—	7 657	7 657	—	
Somali Republic	—	—	—	—	—	—	
Ethiopia	2 316	2 316	—	1 971	1 971	—	



**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>West Africa</b>	42 568	41 128	1 440	37 535	36 260	1 275	13
Ghana	4 603	4 603	—	5 213	5 209	4	
Nigeria	34 372	32 932	1 440	28 313	27 042	1 271	
London (a) – Kano	2 927	2 927	—	1 842	1 842	—	
– Lagos	31 445	30 005	1 440	26 471	25 200	1 271	
Sierra Leone	1 557	1 557	—	1 405	1 405	—	
Gambia	756	756	—	247	247	—	
Liberia (m)	545	545	—	1 337	1 337	—	
Ivory Coast	553	553	—	925	925	—	
Senegal	182	182	—	95	95	—	
<b>Central Africa</b>	7 299	7 299	—	7 549	7 534	15	-3
Zambia	5 927	5 927	—	5 871	5 871	—	
Malawi	1 372	1 372	—	1 663	1 663	—	
<b>Southern Africa</b>	40 108	39 780	328	36 452	36 115	337	10
Zimbabwe	5 803	5 803	—	—	—	—	
South African Republic	34 305	33 977	328	36 452	36 115	337	
London (a) – Johannesburg	32 010	32 010	—	34 272	34 272	—	
– Cape Town	1 854	1 854	—	1 843	1 843	—	
<b>Middle East</b>	100 733	100 718	15	122 559	122 559	—	-18
Iraq	12 449	12 449	—	5 348	5 348	—	
Kuwait	15 131	15 131	—	17 983	17 983	—	
Saudi Arabia	35 098	35 083	15	38 848	38 848	—	
London (a) – Jeddah	18 116	18 101	15	20 059	20 059	—	
– Dhahran	8 769	8 769	—	9 502	9 502	—	
– Riyadh	8 213	8 213	—	9 287	9 287	—	
Iran	6 781	6 781	—	28 172	28 172	—	
Persian Gulf States	16 119	16 119	—	16 013	16 013	—	
Bahrain	5 914	5 914	—	5 924	5 924	—	
Qatar	3 105	3 105	—	3 436	3 436	—	
Oman	7 100	7 100	—	6 653	6 653	—	
United Arab Emirates	15 155	15 155	—	16 195	16 195	—	
London (a) – Dubai	7 966	7 966	—	9 719	9 719	—	
– Abu Dhabi	7 189	7 189	—	6 476	6 476	—	
<b>Indian Sub-Continent</b>	53 957	52 515	1 442	52 107	52 107	—	4
Pakistan	14 137	14 137	—	15 658	15 658	—	
London (a) – Karachi	6 976	6 976	—	7 178	7 178	—	
– Rawalpindi	7 161	7 161	—	8 480	8 480	—	
Bangladesh	5 397	5 397	—	5 030	5 030	—	
India	27 804	27 804	—	28 715	28 715	—	
London (a) – Delhi	11 520	11 520	—	11 123	11 123	—	
– Bombay	14 499	14 499	—	16 239	16 239	—	
– Calcutta	1 785	1 785	—	1 267	1 267	—	
Sri Lanka (n)	5 551	4 109	1 442	1 601	1 601	—	
Afghanistan	1 068	1 068	—	1 103	1 103	—	
<b>Far East</b>	91 560	91 560	—	85 552	85 497	55	7
Hong Kong	25 326	25 326	—	22 102	22 102	—	
Bandar Seri Begawan	528	528	—	892	892	—	
Singapore	24 813	24 813	—	24 751	24 751	—	
Malaysia	8 522	8 522	—	7 274	7 274	—	
Thailand	9 592	9 592	—	7 452	7 452	—	
Japan	20 155	20 155	—	23 070	23 026	44	
London (a) – Tokyo (o)	18 088	18 088	—	20 420	20 376	44	
– Osaka	2 032	2 032	—	2 650	2 650	—	
Indonesia	414	414	—	—	—	—	
Philippines	2 210	2 210	—	—	—	—	

**Table 2.12 cont.**

**Comparison with the previous year**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Australasia</b>	45 259	45 259	—	51 983	51 983	—	-13
Australia	43 354	43 354	—	49 884	49 884	—	
London (a) – Sydney	14 974	14 974	—	17 414	17 414	—	
– Darwin	294	294	—	262	262	—	
– Melbourne (p)	17 199	17 199	—	20 785	20 785	—	
– Perth	4 877	4 877	—	5 917	5 917	—	
– Brisbane	6 010	6 010	—	5 506	5 506	—	
New Zealand	1 905	1 905	—	2 099	2 099	—	
<b>Canada</b>	233 858	119 341	114 517	280 300	149 143	131 157	-17
London (a) – Montreal (q)	17 649	17 649	—	19 722	19 722	—	
– Toronto	70 275	44 384	25 891	93 302	54 531	38 771	
– Ottawa	1 152	384	768	1 298	241	1 057	
– Calgary	10 442	9 992	450	13 131	9 300	3 831	
– Vancouver	22 536	5 329	17 207	28 608	9 932	18 676	
– Edmonton	7 946	7 946	—	7 779	6 424	1 355	
– Halifax	5 534	5 534	—	9 597	9 597	—	
– Winnipeg	5 335	3 089	2 246	7 864	5 693	2 171	
– Gander	3 963	3 963	—	3 436	2 935	501	
Glasgow (b) Montreal (q)	1 931	1 931	—	2 452	2 229	223	
– Toronto	27 564	6 855	20 709	32 574	12 640	19 934	
– Calgary	1 568	1 568	—	1 245	1 245	—	
– Vancouver	5 642	1 243	4 399	7 087	1 690	5 397	
– Halifax	1 278	1 278	—	1 716	1 716	—	
– Winnipeg	859	859	—	2 400	985	1 415	
Manchester – Montreal (q)	2 620	2 387	233	2 831	1 911	920	
– Toronto	19 081	3 707	15 374	24 159	998	17 161	
<b>United States of America</b>	697 990	648 481	49 509	628 484	579 728	48 756	11
London (a) – Detroit (r)	13 835	13 463	372	17 161	14 274	2 887	
– Chicago (s)	42 471	40 816	1 655	43 803	41 819	1 984	
– Seattle (t)	23 938	23 938	—	21 648	21 648	—	
– Washington (u)	36 534	36 504	30	32 489	32 292	197	
– Dallas (v)	22 155	22 046	109	23 265	22 772	493	
– New York (w)	218 499	216 039	2 460	219 384	203 364	16 020	
– Boston	37 131	37 131	—	41 396	40 712	684	
– San Francisco	34 505	34 505	—	38 047	38 047	—	
– Los Angeles	90 382	87 875	2 507	74 871	68 559	6 312	
– Miami	63 359	57 230	6 129	31 373	31 373	—	
– Philadelphia	7 525	7 525	—	13 686	12 946	740	
– Atlanta	22 501	22 501	—	15 502	15 007	495	
– St. Louis	3 151	3 151	—	129	—	129	
– Minneapolis	—	—	—	—	—	—	
– St. Paul	6 745	6 745	—	1 724	—	1 724	
– New Orleans	—	—	—	—	—	—	
– Denver	—	—	—	366	—	366	
– Houston	13 103	13 103	—	14 088	14 088	—	
– Anchorage	1 387	1 387	—	1 455	1 455	—	
Glasgow (b) – New York (w)	11 157	7 576	3 581	9 794	7 376	2 418	
– Boston	11 138	11 138	—	9 946	9 946	—	
Manchester – New York (w)	11 242	5 427	5 815	7 690	4 050	3 640	
<b>Central America</b>	9 248	9 248	—	3 690	3 690	—	151
Mexico	7 691	7 691	—	3 395	3 395	—	
Panama	220	220	—	295	295	—	

**Table 2.12 cont.**

	1980			1979			Percentage change of total traffic
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>South America</b>	13 740	13 740	—	14 181	13 153	1 028	-3
Guyana	638	638	—	784	784	—	
Ecuador	179	179	—	—	—	—	
London (a) – Quito	64	64	—	—	—	—	
– Guayaquil	115	115	—	—	—	—	
Venezuela	2 811	2 811	—	2 417	2 417	—	
Colombia	1 061	1 061	—	556	556	—	
London (a) – Bogota	717	717	—	556	556	—	
– Baranquilla	344	344	—	—	—	—	
Peru	732	732	—	1 864	1 864	—	
Brazil	5 302	5 302	—	2 335	2 335	—	
London (a) – Sao Paulo	606	606	—	—	—	—	
– Recife	778	778	—	—	—	—	
– Rio Janeiro (x)	3 918	3 918	—	2 335	2 335	—	
Argentina	2 682	2 682	—	2 351	2 351	—	
London (a) – Buenos Aires (y)	2 682	2 682	—	2 351	2 351	—	
– Cordoba	—	—	—	—	—	—	
Chile	335	335	—	3 874	2 846	1 028	
<b>Caribbean Area</b>	32 500	31 592	908	33 867	33 697	170	-4
Bermuda	5 360	5 360	—	5 106	5 106	—	
Leeward Islands	3 013	2 682	331	2 415	2 415	—	
London (a) – Antigua	2 682	2 682	—	2 415	2 415	—	
Windward Islands	1 847	1 270	577	1 850	1 696	154	
London (a) – St. Lucia (z)	1 270	1 270	—	1 850	1 696	154	
Jamaica	4 826	4 826	—	6 813	6 813	—	
London (a) – Kingston	4 802	4 802	—	6 412	6 412	—	
– Montego Bay	24	24	—	401	401	—	
Barbados	8 715	8 715	—	9 693	9 677	16	
Trinidad & Tobago	7 273	7 273	—	6 106	6 106	—	
Bahamas	1 466	1 466	—	1 884	1 884	—	
Puerto Rico	—	—	—	—	—	—	
<b>Indian Ocean Islands</b>	4 519	4 519	—	6 622	6 622	—	-32
Seychelles	1 714	1 714	—	2 370	2 370	—	
Mauritius	2 805	2 805	—	4 252	4 252	—	
<b>Atlantic Ocean Islands</b>	10 028	680	9 348	5 810	1 339	4 471	73
Madeira	10 028	680	9 348	5 762	1 339	4 423	
London (a) – Funchal	4 239	680	3 559	2 785	1 339	1 446	
Manchester – Funchal	2 992	—	2 992	972	—	972	
<b>Pacific Ocean Islands</b>	—	—	—	—	—	—	—
<b>TOTAL (excluding Oil Rigs)</b>	4 777 542	2 996 705	1 780 837	4 761 768	3 117 728	1 644 040	—
<b>Oil Rigs</b>	45 357	—	45 357	21 141	—	21 141	115
Aberdeen	24 864	—	24 864	19 763	—	19 763	
Sumburgh	20 165	—	20 165	—	—	—	
Tees-side	—	—	—	942	—	942	

**Table 2.12 cont.**

**Guide to Footnotes**

- |  |   |
|--|---|
| a. London includes Heathrow, Gatwick and Stansted.           | n. Colombo includes Katunayake and Ratmalana.                           |
| b. Glasgow includes Abbotsinch and Prestwick                 | o. Tokyo includes Haneda and Narita.                                    |
| c. Copenhagen includes Kastrup and Roskilde.                 | p. Melbourne includes Tullamarine International and Essendon.           |
| d. Paris includes Charles de Gaulle, Orly and Le Bourget.    | q. Montreal includes Dorval and Mirabel.                                |
| e. Berlin includes Gatow, Templehof and Tegel.               | r. Detroit includes City, Metropolitan and Willow Run.                  |
| f. Rome includes Ciampino and Leonardo da Vinci/Fiumicino.   | s. Chicago includes Midway, O'Hare, Meigs Field, Du-Page and Palwaukee. |
| g. Milan includes Malpensa and Linate.                       | t. Seattle includes Boeing Field and Tacoma.                            |
| h. Oslo includes Gardemoen and Fornebu.                      | u. Washington includes Baltimore.                                       |
| i. Stockholm includes Bromma and Arlanda.                    | v. Dallas includes Dallas Ft. Worth, Love Field and Addison Field.      |
| j. Moscow includes Sheremetyevo, Domodedovo and Vnukovo.     | w. New York includes John F. Kennedy, La Guardia and Newark.            |
| k. Tenerife includes Norte los Rodeos and Sur Reina Sofia.   | x. Rio de Janeiro includes Santos Dumont and Galeao.                    |
| l. Casablanca includes Anfa and Nouassuer.                   | y. Buenos Aires includes Aero Parque and Ezeiza.                        |
| m. Monrovia includes Roberts International and Sprigg Payne. | z. St. Lucia includes Vigie and Hewanorra.                              |

**NOTES**

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

# Passengers Uplifted on Domestic Routes for July 1980 (a)

**Table 2.13**

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Channel Islands (b)	Coventry	Dundee	East Midlands	Edinburgh	Enniskillen	Exeter	Glasgow	Gloucester
Heathrow																						
Gatwick	7 771																					
Luton																						
Southend																						
Stansted																						
Aberdeen	26 074	5 963			70																	
Belfast	62 506	14 501																				
Birmingham	7 435					1 222	7 963															
Blackpool							1 759															
Bournemouth								109														
Bristol							670															
Cambridge										36												
Cardiff							1 676			101	250											
Channel Islands (b)	27 382	22 911	4 029	8 474	489	819	2 185	16 351	478	9 146	1 428	3 510	4 743	17 604		15 571						
Coventry														851								
Dundee							177															
East Midlands	43						4 988															
Edinburgh	57 303	16 870			111	1 175	2 582	2 983						992								
Enniskillen																						
Exeter							962							1 396								
Glasgow	57 049	16 499				4 532	7 182	5 342			250	476		3 366		3 501		92	434			
Gloucester														1 322								
Highlands & Islands (c)						1 184	489											813			19 695	
Humberside	826					702								418							556	
Inverness	5 516																	622			2 337	
Isle of Man	5 335	431				643	8 374	859	5 594	132	333		277			623	963				3 147	
Isles of Scilly																						
Kirkwall						2 409												321			439	
Leeds/Bradford	9 004	641			67	895	2 844				180		581	2 719			624				1 504	
Liverpool	10 019						7 203							5 965			31					
Londonderry																						762
Lydd														712								
Manchester	42 778	9 789				2 105	11 940	19		1 092			209	9 196		506		3 267			5 065	
Newcastle	19 735	4 513				2 802	2 085	267		581			403	2 531								
Norwich	858					1 436		340						1 272				798				
Penzance						380	321															
Prestwick														1 028								
Shoreham														202				286				
Southampton														22 037						1 232		
Sumburgh						22 208												64			1 956	
Swansea										22				877								
Tees-side	11 793					2 347								1 743							438	
Other Routes																						

(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.

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

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

**Table 2.13 cont.**

	Highlands & Islands (c)	Humberside	Inverness	Isle of Man	Isle of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Londonderry	Lydd	Manchester	Newcastle	Norwich	Penzance	Prestwick	Shoreham	Southampton	Sumburgh	Swansea	Tees-side	Other Routes (d)	
Heathrow																						
Gatwick																						
Luton																						
Southend																						
Stansted																						
Aberdeen																						
Belfast																						
Birmingham																						
Blackpool																						
Bournemouth																						
Bristol																						
Cambridge																						
Cardiff																						
Channel Islands (b)																						
Coventry																						
Dundee																						
East Midlands																						
Edinburgh																						
Enniskillen																						
Exeter																						
Glasgow																						
Gloucester																						
Highlands & Islands (c)	1 234																					
Humberside	2 606																					
Inverness																						
Isle of Man																						
Isles of Scilly																						
Kirkwall	2 924	268																				
Leeds/Bradford				585																		
Liverpool				5 082																		
Londonderry																						
Lydd																						
Manchester				3 823																		
Newcastle	295			1 116							732											
Norwich		495					538					425										
Penzance					11 874																	
Prestwick				489																		
Shoreham																						
Southampton																						
Sumburgh	411		693			1 189																
Swansea																						
Tees-side	47	238		442								175	54									
Other Routes																						255

(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.

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

# Cargo by Type and Nationality of Operator July 1980

**Table 2.14**

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		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	9 680.4	24.8	24.1	1 575.6	1 856.6	592.6	458.4	—	0.3	1 377.8	3 095.6	403.7	270.9
+Heathrow	39 210.2	7 460.2	6 039.0	9.6	180.9	11 690.8	13 707.7	—	—	—	38.4	69.6	14.0
+Luton	1 297.3	—	—	0.1	4.9	62.3	—	—	—	213.6	732.7	93.6	190.1
+Southend	652.0	—	—	120.0	101.0	—	—	—	—	80.0	351.0	—	—
+Stansted	271.6	—	—	—	0.2	—	—	—	—	0.3	195.5	15.8	59.8
<b>TOTAL (London Area)</b>	<b>51 111.5</b>	<b>7 485.0</b>	<b>6 063.1</b>	<b>1 705.3</b>	<b>2 143.6</b>	<b>12 345.7</b>	<b>14 166.1</b>	<b>—</b>	<b>0.3</b>	<b>1 671.7</b>	<b>4 413.2</b>	<b>582.7</b>	<b>534.8</b>
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>													
+Aberdeen	587.0	56.7	115.4	27.7	24.5	—	—	17.4	53.1	72.5	213.3	1.8	4.6
+Belfast	1 131.0	65.2	98.8	238.7	23.5	5.1	0.8	—	—	536.4	160.2	2.3	—
Benbecula	12.8	10.9	0.6	1.2	0.1	—	—	—	—	—	—	—	—
+Birmingham	236.6	110.2	65.5	10.8	3.3	21.7	10.6	0.5	0.1	7.2	6.1	0.1	0.5
+Blackpool	467.9	—	—	4.9	48.2	—	—	—	—	—	414.8	—	—
+Bournemouth	971.5	—	—	583.0	384.3	—	—	—	—	—	—	1.2	3.0
+Bristol	32.7	—	—	13.8	6.1	5.4	7.4	—	—	—	—	—	—
+Cambridge	39.2	—	—	—	—	—	—	—	—	1.0	6.9	11.0	20.3
+Cardiff	11.4	—	—	4.5	6.9	—	—	—	—	—	—	—	—
+Coventry	0.2	—	—	—	—	—	—	—	—	—	0.2	—	—
+East Midlands	552.0	—	—	37.7	67.7	—	—	—	—	70.1	196.3	86.2	82.3
+Edinburgh	111.1	28.5	32.0	24.7	18.3	1.5	0.4	—	—	5.7	—	—	—
+Exeter	16.3	—	—	5.4	10.9	—	—	—	—	—	—	—	—
+Glasgow	1 185.7	97.8	138.2	50.9	36.9	256.3	243.0	0.1	—	349.9	12.6	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4.7	—	—	2.5	2.2	—	—	—	—	—	—	—	—
Inverness	16.0	4.5	11.1	—	—	—	—	—	—	0.4	—	—	—
Islay	11.2	—	—	6.5	4.7	—	—	—	—	—	—	—	—
+Isle of Man	217.0	—	—	192.3	24.7	—	—	—	—	—	—	—	—
Isles of Scilly	8.2	7.5	0.7	—	—	—	—	—	—	—	—	—	—
Kirkwall	43.0	30.0	11.0	1.0	1.0	—	—	—	—	—	—	—	—
+Leeds/Bradford	39.2	—	—	25.6	12.7	—	—	—	—	0.1	0.8	—	—
+Liverpool	1 820.6	—	—	17.2	19.7	372.2	779.2	—	—	182.3	415.2	6.3	28.5
+Lydd	278.8	—	—	153.6	125.2	—	—	—	—	—	—	—	—
+Manchester	1 307.7	256.6	161.9	27.8	11.3	357.4	414.2	—	—	0.2	58.1	0.1	20.1
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	120.8	39.8	18.5	34.0	27.2	—	—	—	—	0.6	0.7	—	—
+Norwich	47.1	—	—	23.0	23.8	—	—	—	—	—	0.1	0.1	0.1
Penzance Heliport	8.2	0.7	7.5	—	—	—	—	—	—	—	—	—	—
+Prestwick	1 156.7	293.2	193.0	65.0	—	340.6	131.4	—	—	—	—	117.6	15.9
+Southampton	107.7	—	—	16.6	91.1	—	—	—	—	—	—	—	—
Stornoway	44.0	37.7	4.0	0.1	1.2	—	—	—	—	1.0	—	—	—
+Sumburgh	273.4	55.7	12.2	1.0	0.1	—	—	15.9	42.7	82.3	63.5	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Tees-side	19.3	—	—	12.3	1.6	—	—	—	—	—	—	5.4	—
Tiree	1.1	—	—	1.0	0.1	—	—	—	—	—	—	—	—
Wick	5.9	—	—	3.4	1.5	—	—	—	—	0.2	0.8	—	—
<b>TOTAL other UK Airports</b>	<b>10 886.0</b>	<b>1 095.0</b>	<b>870.4</b>	<b>1 586.2</b>	<b>978.8</b>	<b>1 360.2</b>	<b>1 598.7</b>	<b>33.9</b>	<b>95.9</b>	<b>1 309.9</b>	<b>1 555.0</b>	<b>226.7</b>	<b>175.3</b>
<b>TOTAL all reporting UK Airports</b>	<b>61 997.5</b>	<b>8 580.0</b>	<b>6 933.5</b>	<b>3 291.5</b>	<b>3 122.4</b>	<b>13 705.9</b>	<b>16 764.8</b>	<b>33.9</b>	<b>96.2</b>	<b>2 981.6</b>	<b>5 968.2</b>	<b>809.4</b>	<b>701.1</b>
<b>Channel Islands Airports</b>													
Alderney	39.1	—	—	33.3	5.8	—	—	—	—	—	—	—	—
Guernsey	828.0	—	—	326.0	490.0	4.0	1.0	—	—	2.0	5.0	—	—
Jersey	823.6	25.6	8.7	499.9	284.4	0.8	0.1	—	—	3.9	0.2	—	—
<b>TOTAL (Channel Islands Airports)</b>	<b>1 690.7</b>	<b>25.6</b>	<b>8.7</b>	<b>859.2</b>	<b>780.2</b>	<b>4.8</b>	<b>1.1</b>	<b>—</b>	<b>—</b>	<b>5.9</b>	<b>5.2</b>	<b>—</b>	<b>—</b>

# Cargo July 1980

**Table 2.15**

## Comparison with the previous year

	International				Domestic				1980		1979		Tonnes		
	Scheduled		Charter		Scheduled		Charter		Passenger Aircraft	Cargo Aircraft	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	
<b>London Area Airports</b>															
+Gatwick	3 595	306	94	4 765	217	415	7	282	3 913	5 768	2 156	7 861	81.5	-26.6	
+Heathrow	26 064	12 523	—	122	501	—	—	—	26 565	12 645	26 696	15 304	-0.6	-17.4	
+Luton	5	62	148	465	—	—	6	620	159	1 137	230	352	-30.9	223.0	
+Southend	220	—	252	—	1	—	179	—	652	—	650	—	0.3	—	
+Stansted	—	—	—	175	—	—	—	96	—	271	21	688	—	-60.6	
<b>TOTAL (London Area)</b>	<b>29 884</b>	<b>12 891</b>	<b>494</b>	<b>5 517</b>	<b>719</b>	<b>415</b>	<b>192</b>	<b>998</b>	<b>31 289</b>	<b>19 821</b>	<b>29 753</b>	<b>24 205</b>	<b>5.2</b>	<b>-18.1</b>	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
<b>Other UK Airports</b>															
+Aberdeen	40	1	200	18	183	—	123	21	546	40	587	37	-7.0	8.1	
+Belfast	6	—	2	7	236	190	—	690	244	887	286	836	-14.7	6.1	
Benbecula	—	—	—	—	13	—	—	—	13	—	12	—	8.3	—	
+Birmingham	185	—	2	—	38	—	—	13	225	13	285	—	-21.1	—	
+Blackpool	6	—	—	—	44	4	—	415	50	419	50	381	—	10.0	
+Bournemouth	—	3	—	4	3	961	—	—	3	968	51	958	-94.1	1.0	
+Bristol	28	—	—	—	5	—	—	—	33	—	59	20	-44.1	—	
+Cambridge	—	—	39	—	—	—	—	—	39	—	40	—	-2.6	—	
+Cardiff	7	—	—	—	4	—	—	—	11	—	17	—	-35.3	—	
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+East Midlands	35	38	1	422	44	1	—	12	80	473	79	529	1.3	-10.6	
+Edinburgh	13	—	—	—	93	—	—	6	106	6	118	6	-10.2	—	
+Exeter	1	—	—	—	14	1	—	—	15	1	18	44	-16.7	-97.7	
+Glasgow	163	386	1	1	263	10	12	348	439	745	434	926	1.2	-19.5	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Humberside	—	—	—	—	4	—	—	—	4	—	6	—	-33.3	—	
Inverness	—	—	—	—	15	—	—	—	15	—	18	—	-16.7	—	
Islay	—	—	—	—	11	—	—	—	11	—	12	—	-8.3	—	
+Isle of Man	—	—	—	—	87	130	—	—	87	130	119	88	-26.9	47.7	
Isles of Scilly	—	—	—	—	8	—	—	—	8	—	9	—	-11.1	—	
Kirkwall	—	—	—	—	43	—	—	—	43	—	39	—	10.3	—	
+Leeds/Bradford	14	—	—	1	24	—	—	—	38	1	31	2	22.6	-50.0	
+Liverpool	1	1 150	—	66	37	—	—	565	38	1 781	86	1 952	-55.8	-8.8	
+Lydd	134	145	—	—	1	—	—	—	135	145	—	314	—	-53.8	
+Manchester	570	490	—	78	164	5	—	—	734	573	957	379	-23.3	51.2	
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	—	—	
+Newcastle	37	—	—	1	83	—	—	—	120	1	83	7	44.6	-85.7	
+Norwich	26	—	—	—	21	—	—	—	47	—	61	—	-23.0	—	
Penzance Heliport	—	—	—	—	8	—	—	—	8	—	9	—	-11.1	—	
+Prestwick	263	603	—	134	11	147	—	—	274	884	227	1 338	20.7	-33.9	
+Southampton	15	—	—	—	93	—	—	—	108	—	113	79	-4.4	—	
Stornoway	—	—	—	—	42	1	—	—	43	1	40	—	7.5	—	
+Sumburgh	—	—	84	24	69	—	83	14	236	38	176	18	34.1	111.1	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Tees-side	3	—	—	—	11	—	—	5	14	5	15	—	-6.7	—	
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—	
Wick	—	—	—	—	4	—	—	1	4	1	5	1	-20.0	—	
All other UK Airports	1 547	2 816	329	756	1 677	1 450	219	2 090	3 772	7 112	4 043	7 915	-6.7	-10.1	
<b>TOTAL all reporting UK Airports</b>	<b>31 431</b>	<b>15 707</b>	<b>823</b>	<b>6 273</b>	<b>2 396</b>	<b>1 865</b>	<b>411</b>	<b>3 088</b>	<b>35 061</b>	<b>26 933</b>	<b>33 796</b>	<b>32 120</b>	<b>3.7</b>	<b>-16.1</b>	
<b>Channel Islands Airports</b>															
Alderney	..	..	..	..	..	..	..	..	39	—	36	—	11.4	—	
Guernsey	..	..	..	..	..	..	..	..	828	—	879	—	-5.8	—	
Jersey	..	..	..	..	..	..	..	..	824	—	917	—	-10.1	—	
<b>TOTAL (Channel Is. Airports)</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>1 691</b>	<b>—</b>	<b>1 831</b>	<b>—</b>	<b>-7.6</b>	<b>—</b>	



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

**Table 2.16**

Airport	Passengers		Air Transport Movements					
	Total Terminal and Transit (a)	Percentage change on July 1979	Total	Percentage change on July 1979	Fixed Wing	Percentage change on July 1979	Helicopters	Percentage change on July 1979
Benbecula	2 258	-7.7	222	9.9	222	9.9	—	—
Islay	1 232	-9.3	174	1.2	174	1.2	—	—
Inverness	16 126	4.8	708	21.2	580	11.1	128	106.5
Kirkwall	10 536	-10.0	967	-5.7	893	-9.1	74	72.1
Stornoway	7 687	1.4	477	11.7	419	-1.9	58	—
Sumburgh	49 466	-4.6	2 696	-4.7	1 138	..	1 558	..
Tiree	438	-10.8	58	11.5	58	11.5	—	—
Wick	3 766	-9.7	504	7.9	502	7.5	2	—

(a) Transit passengers are only counted on arrival.

.. No breakdown available for Sumburgh July 1979.

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

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

### MOVEMENTS

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

### PASSENGERS

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

### CARGO

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

## **TYPES OF SERVICES**

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

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

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

### CLASSES OF LICENCE

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

**Class 1** authorises scheduled service flights;

**Class 2** authorises the carriage of charter categories other than ITC's and sole use;

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

**Class 4** authorises the carriage, on the same aircraft, of ITC's and other categories, other than sole use;

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

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

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

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

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

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

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

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

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

### TYPES OF SERVICES

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

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

<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 or 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.

- Seat-kilometres used** A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers.
- Passenger load factor** Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
- Passengers uplifted** The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual state of that flight.
- Payload capacity** Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
- Payload carried** The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
- Revenue passengers** Those who pay 25% or more of the normal applicable fare.
- Stage distance flown per aircraft** The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
- Stage flight** Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
- Tonne** 1000 kilogrammes.
- Tonne-kilometres available** A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
- Tonne-kilometres used** A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
- Tonnes available** The capacity of the aircraft for the carriage of payload measured in tonnes.
- Weight load factor** Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.

each  
 (net) once only

dividing the seat

one kilometre. Seat-kilometres  
 obtained by multiplying the number  
 of seats by the stage distance. Seats  
 because of the weight of fuel or other load