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Civil Aviation Authority



CAA Monthly Statistics
(up to and including February 1979)

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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.
- 1.3 Tables 13, 16–19 and 20 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.
- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures. From October 1978 the table is produced in a simplified form.

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

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
Tonne-kilometres	=	The product obtained by multiplying the number of tonnes carried by the distance flown measured in kilometres

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. 2519 (Airport and Air Passenger Statistics)

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—February 1979

Activity at UK Airports

Air transport movements during the month of February 1979 reached a level of 56 000 (4.1 per cent growth against February 1978); the proportion of all-freight movements was 6.1 per cent of the total. The London area accounted for 26 000 movements (8.1 per cent growth as compared with the previous year). Gatwick reported 1 460 additional movements (28.4 per cent growth), Heathrow reported 626 additional movements (3.4 per cent growth), Luton reported 109 additional movements (11.1 per cent growth) and Stansted reported 26 additional movements (10.9 per cent growth). Southend reported a fall in movements of 127 (13.2 per cent decline). Outside the London area the number of air transport movements rose marginally to stand at 28 000. The proportion of all-freight movements was 5.5 per cent of the total. Manchester, Glasgow and Aberdeen reported the largest increases in movements. (485 additional movements; 15.5 per cent growth, 381 additional movements; 10.0 per cent growth and 307 additional movements; 10.7 per cent growth respectively). Inverness and Leeds/Bradford reported the heaviest falls in movements (199 fewer movements; 26.8 per cent decline and 137 fewer movements; 21.4 per cent decline respectively). East Midlands reported 66 fewer movements (8.3 per cent decline). Scheduled movements at UK Airports rose by 8.5 per cent and charter movements by 11.3 per cent. The UK operators' share of scheduled movements rose by 1.6 percentage points to stand at 76.6 per cent of the total and their share of charter movements fell marginally to stand at 91.2 per cent of the total.

The number of terminal passengers reported by UK airports was 3.0 million which represented a growth of 7.4 per cent as compared with the same month in the previous year. London area passengers accounted for 2.1 million (7.5 per cent growth). Gatwick reported 86 557 additional passengers (27.6 per cent growth), Heathrow 52 380 additional passengers (3.4 per cent growth), Luton 9 230 additional passengers (9.8 per cent growth) and Stansted 1 362 additional passengers (8.6 per cent growth). Southend reported a fall of 3 588 in the number of passengers handled (35.1 per cent decline). Outside the London area 0.9 million passengers used UK airports (7.2 per cent growth as compared with February 1978). Manchester, Glasgow and Birmingham reported the greatest increases in the number of passengers handled (39 422 additional passengers; 24.7 per cent growth, 13 638 additional passengers; 10.6 per cent growth and 11 732 additional passengers; 17.2 per cent growth respectively). Leeds/Bradford, Inverness and Lydd reported the heaviest

falls in passengers handled (4 178 fewer passengers; 24.2 per cent decline, 1 927 fewer passengers; 17.5 per cent decline and 1 838 fewer passengers; 38.6 per cent decline respectively). At UK airports, passengers travelling on scheduled services rose by 7.1 per cent and those travelling on charter services rose by 18.3 per cent. The UK Operators' share of scheduled passengers rose marginally to stand at 65.9 per cent of the total and their share of charter traffic rose by 1.4 percentage points to stand at 88.1 per cent of the total.

2.1 million passengers travelled on international services during February 1979 (7.4 per cent growth as compared with February 1978). Scheduled services carried 5.5 per cent more passengers and charter services 15.7 per cent more passengers. The most heavily used scheduled services were those to the USA with 13.8 per cent of the total (19.3 per cent growth), followed by those to France and Germany with 11.8 per cent of the total (6.0 per cent growth) and 8.9 per cent of the total (10.4 per cent growth) respectively. Services to Spain carried 34.3 per cent of all charter passengers (33.8 per cent growth), services to Italy 16.5 per cent of the total (35.4 per cent growth) and services to the Canary Islands 10.5 per cent of the total (48.1 per cent growth). Passengers travelling on London domestic services increased by 13.2 per cent, on Belfast services by 13.2 per cent, on Isle of Man services by 12.0 per cent, on Glasgow services by 7.1 per cent and on Edinburgh services by 2.4 per cent. Passengers travelling on Penzance domestic services decreased by 8.9 per cent and those on Channel Islands services decreased by 6.7 per cent.

During February 1979, air freight handled at UK airports amounted to 64 000 tonnes (9.6 per cent growth as compared with February 1978); 36 000 tonnes of this travelled on all-freight services. In the London area, total tonnage handled rose by 9.0 per cent, amounting to 25 000 tonnes. Heathrow reported the greatest increase in tonnage handled (4 672 additional tonnes; 12.9 per cent growth). Luton reported 275 additional tonnes (65.5 per cent growth) and Southend reported 199 additional tonnes (35.5 per cent growth). Stansted and Gatwick both reported falls in tonnage handled (615 fewer tonnes; 30.0 per cent decline and 131 fewer tonnes; 1.4 per cent decline respectively). Over the rest of the UK, tonnage rose by 12.5 per cent. Liverpool, Glasgow and East Midlands reported the greatest increases in tonnage handled (370 additional tonnes; 85.3 per cent growth, 303 additional tonnes; 23.7 per cent growth and 251 additional tonnes; 74.5 per cent growth respectively). Manchester and Prest-

wick reported the heaviest falls in tonnage handled (116 fewer tonnes; 4.1 per cent decline and 99 fewer tonnes; 6.8 per cent decline respectively). Birmingham reported 21 fewer tonnes (8.8 per cent decline). Freight carried on Scheduled services rose by 10.0 per cent, whilst that on charter services rose by 9.4 per cent. The UK operators' share of scheduled tonnage declined by 4.7 percentage points to stand at 39.1 per cent of the total and their share of charter tonnage fell by 7.7 percentage points to stand at 83.1 per cent of the total.

Output of UK Airlines

The output of UK airlines for all services in February 1979 was 824 million available tonne-kilometres, an increase of 6.3 per cent on February 1978.

The scheduled service output of 589 million available tonne-kilometres was 9.3 per cent higher than a year earlier. The overall load factor was 56.2 per cent, com-

pared with 55.4 the previous year. Seat kilometres used were 56.2 per cent of those available. Seat factors on domestic and international scheduled services were 55.9 and 56.2 per cent respectively compared with 55.0 and 53.4 per cent a year earlier. The non-scheduled output of 235 million available tonne-kilometres was 0.4 per cent lower than in February 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 3.6 and 76.0 million available tonne-kilometres respectively compared with 7.5 and 54.4 million a year earlier.

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

Size Structure of UK Airports and Airlines Year ended December 1978

Table 1

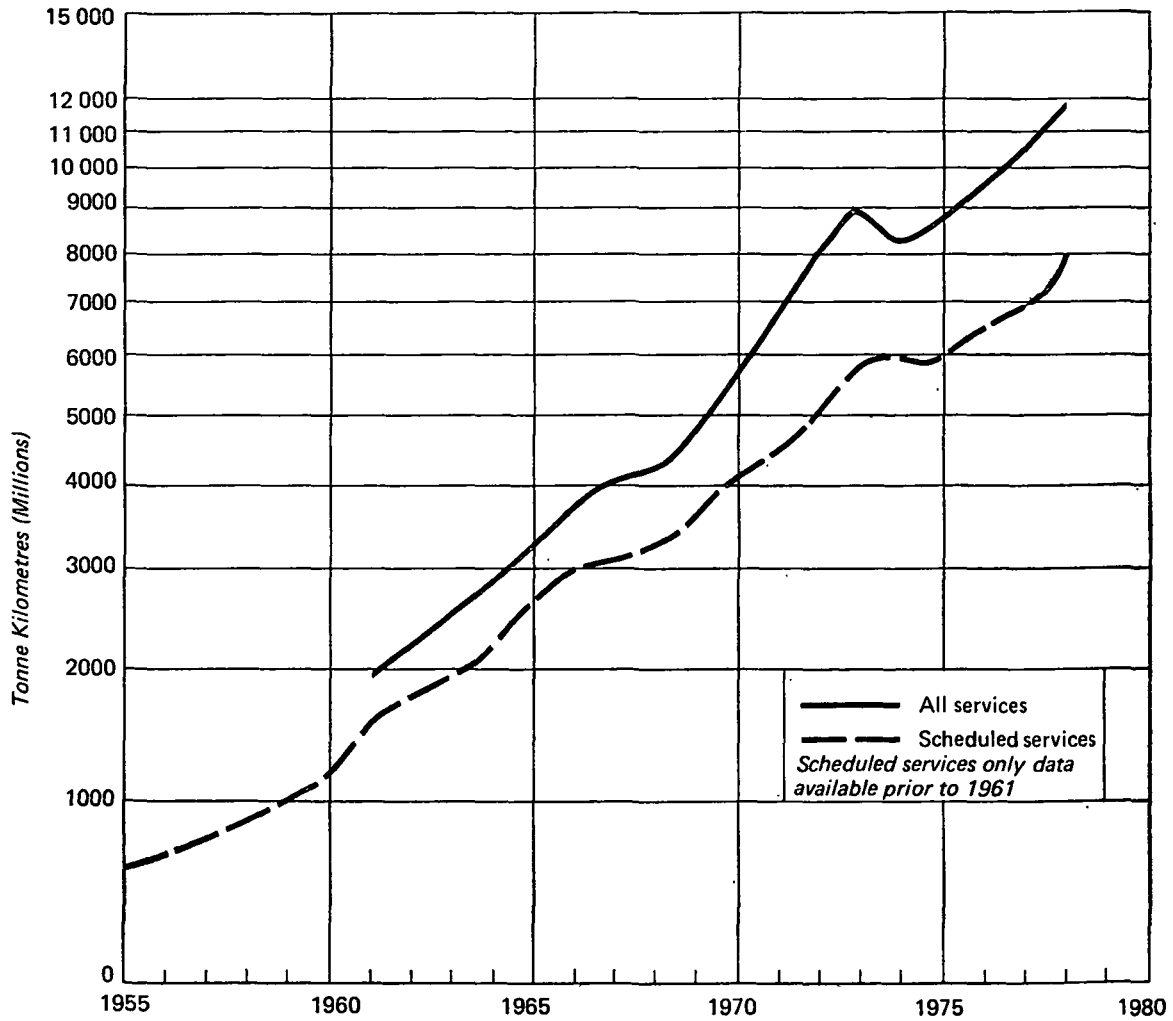
Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	26 491	50.79	100	100.00
Gatwick	7 759	14.88	98	49.21
Manchester	3 408	6.53	95	34.34
Glasgow	2 153	4.13	93	27.80
Luton	2 058	3.95	91	23.67
Birmingham	1 305	2.50	88	19.73
Aberdeen	1 200	2.30	86	17.23
Belfast	1 176	2.26	84	14.93
Edinburgh	1 137	2.18	81	12.67
Newcastle	760	1.46	79	10.49
East Midlands	548	1.05	77	9.03
Prestwick	362	0.70	74	7.99
Isle of Man	346	0.66	72	7.29
Leeds/Bradford	332	0.64	70	6.63
Stansted	317	0.61	67	5.99
Tees-side	296	0.57	65	5.38
Liverpool	287	0.55	63	4.81
Southampton	282	0.54	60	4.26
Southend	236	0.45	58	3.72
Cardiff	234	0.45	56	3.27
Bristol	233	0.45	53	2.82
Other 22 Airports	1 239	2.38	51	2.38

These figures do not include Sumburgh

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways	7 219	60.36	100	100.00
British Caledonian	960	8.03	97	39.64
Laker Airways	694	5.80	95	31.61
Dan-Air Services	595	4.98	92	25.80
I.A.S. Cargo Airlines	500	4.18	89	20.83
Britannia Airways	432	3.61	87	16.65
Transmeridian Air Cargo	325	2.72	84	13.04
Tradewinds Airways	288	2.41	81	10.32
British Airtours	252	2.11	79	7.91
British Midland Airways	241	2.02	76	5.80
Monarch Airlines	190	1.59	74	3.79
Pelican Air Transport	65	0.54	71	2.20
Air Anglia	40	0.33	68	1.66
British Island Airways	27	0.23	66	1.32
Redcoat Air Cargo	19	0.16	63	1.10
Air-Bridge Carriers	18	0.15	61	0.94
British Air Ferries	16	0.13	58	0.79
British Airways Helicopters	12	0.10	55	0.65
Intra Airways	12	0.10	53	0.55
Scimitar Airlines	11	0.09	50	0.45
Invicta International	10	0.08	47	0.36
Bristow Helicopters	10	0.08	45	0.28
Others (16 airlines)	24	0.20	42	0.20

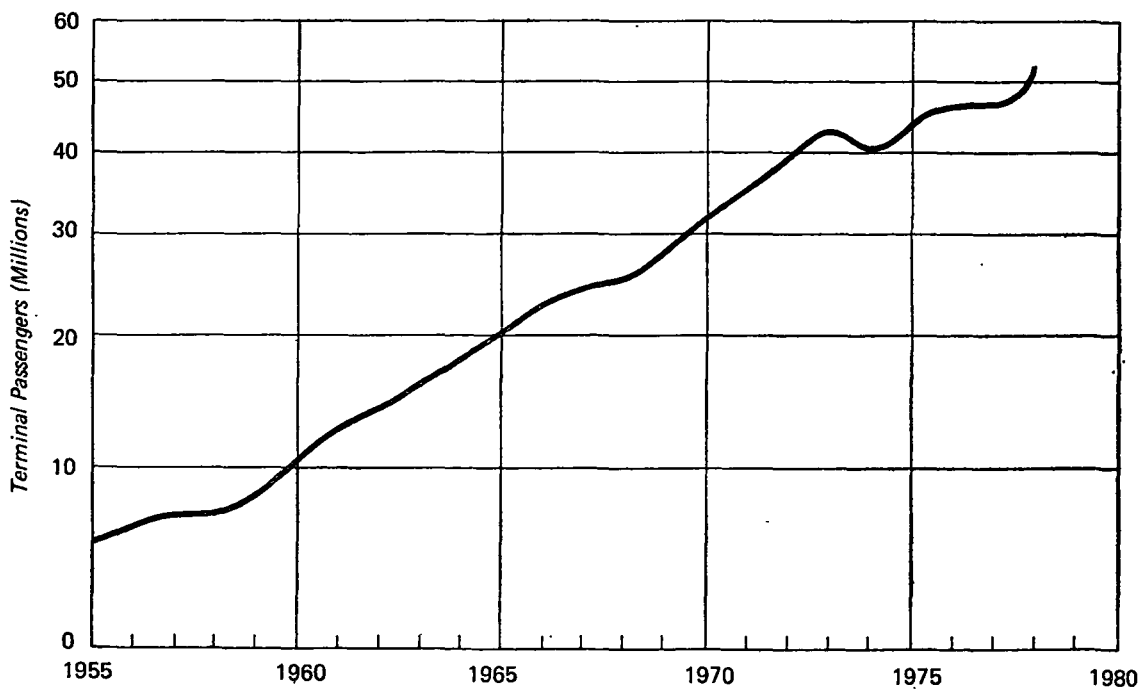
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	1 981	827	52 160			
Year ended						
February 1978	1 907	769	46 213	10 724	6 987	3 737
February 1979	1 982	835	52 528	12 076	8 200	3 876
Latest year's growth (percentages)						
	4.0	8.6	13.7	12.6	17.4	3.7
Mean rates of growth (percentages) to 1978						
20 years	6.3	3.9	9.6	..	10.8	..
10 years	3.7	3.4	5.9	8.8	7.9	11.3
5 years	1.4	3.9	6.4	9.4	17.4	3.7

These figures do not include Sumburgh

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Non-scheduled Terminal passengers (000)	Scheduled A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Non-scheduled Terminal passengers (000)
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	827.4	52 160.5	475.7	25 237.7	173.4	9 971.3	150.7	14 284.3	27.7	2 667.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	216.3	13 473.7	123.9	6 508.4	46.8	2 666.8	38.3	3 599.6	7.3	699.0
3rd quarter	244.2	17 409.2	137.4	7 789.7	52.6	3 654.1	43.1	4 707.6	11.2	1 257.9
4th quarter	197.1	11 759.3	114.8	5 969.9	40.1	2 016.3	36.5	3 329.2	5.6	443.8
1977 July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9
December	56.1	3 043.9	31.5	1 576.8	12.5	497.5	10.8	885.9	1.2	83.7
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
August	82.6	5 858.7	46.6	2 589.9	17.6	1 262.3	14.7	1 579.8	3.7	426.8
September	78.9	5 582.0	44.3	2 530.6	17.3	1 186.4	13.9	1 506.7	3.3	358.3
October	73.6	4 718.2	41.8	2 286.9	15.6	891.6	13.5	1 299.7	2.7	240.0
November	64.3	3 603.1	38.5	1 919.9	12.6	572.9	11.6	1 006.2	1.5	104.0
December	59.2	3 438.0	34.5	1 763.1	11.9	551.7	11.4	1 023.3	1.4	99.9
1979 January	58.0	3 171.2	33.1	1 564.2	12.5	554.8	11.1	974.6	1.3	77.6
February	56.2	2 991.0	33.9	1 588.0	10.9	550.3	10.4	787.8	1.1	64.9

These figures do not include Sumburgh

Movements at UK Airports by Purpose

Table 4

	Total	Total	Commercial	Other	Total	Non-commercial	Test and training	Other
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	(000)	(000)
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
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	1 981.5	905.4	827.4	78.0	1 076.1	803.2	164.3	108.5
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	551.1	237.9	216.3	21.7	313.1	235.2	46.4	31.5
3rd quarter	583.9	266.7	244.2	22.4	317.3	245.6	46.2	25.5
4th quarter	444.2	214.5	197.1	17.5	229.6	172.5	33.0	24.0
1977 July	201.3	88.4	80.0	8.4	112.9	87.5	15.8	9.6
August	184.1	84.8	75.6	9.2	99.3	78.6	13.4	7.4
September	173.7	77.2	68.6	8.6	96.5	70.9	14.6	11.0
October	149.1	70.0	61.6	8.4	79.1	58.6	11.0	9.5
November	144.2	65.6	58.9	6.7	78.6	53.1	16.6	8.8
December	122.7	62.3	56.1	6.2	60.4	41.5	11.2	7.7
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.5	13.5	9.7
July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
August	203.9	90.5	82.6	7.9	113.4	87.8	17.8	7.8
September	184.6	85.8	78.9	6.9	98.8	74.7	13.6	10.5
October	175.9	80.8	73.6	7.2	95.1	72.6	13.8	8.6
November	152.2	69.6	64.3	5.3	82.5	61.6	11.9	9.0
December	116.1	64.1	59.2	5.0	52.0	38.3	7.3	6.4
1979 January	119.4	63.7	62.4	1.3	56.2	39.5	9.7	7.0
February	129.5	60.4	56.2	4.2	69.1	49.1	11.2	8.8

These figures do not include Sumburgh

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton	Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B' mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0	
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1	
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3	
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6	
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3	
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4	
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1	
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9	
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2	
1978	410.5	16.3	24.3	46.7	131.9	32.1	95.9	8.5	27.9	33.3	95.9	
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2	
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3	
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1	
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6	
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4	
2nd quarter	106.1	4.5	6.5	12.7	33.7	8.2	25.8	2.1	8.2	8.6	27.5	
3rd quarter	121.0	5.3	6.9	13.9	36.9	8.3	28.7	2.6	9.8	10.7	32.2	
4th quarter	97.5	3.5	5.7	10.9	33.1	8.0	23.1	2.0	5.6	7.5	19.9	
1977 July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5	
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5	
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1	
October	29.3	1.4	2.1	2.6	9.3	4.6	7.0	0.6	2.2	2.5	8.8	
November	28.4	1.1	1.9	3.2	9.7	5.1	5.7	0.5	1.3	2.1	5.5	
December	27.8	1.1	1.6	2.7	9.2	4.6	5.3	0.5	1.2	2.1	5.3	
1978 January	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7	
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6	
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3	
August	40.8	1.9	2.3	4.7	12.4	2.8	9.7	0.9	3.4	3.6	11.5	
September	38.8	1.7	2.2	4.5	12.2	2.7	9.4	0.9	3.1	3.4	10.4	
October	36.5	1.3	2.2	4.1	11.9	2.8	8.7	0.8	2.5	2.7	8.9	
November	31.0	1.1	1.9	3.8	11.2	2.8	7.7	0.7	1.7	2.4	5.8	
December	30.0	1.1	1.6	3.0	10.0	2.4	6.7	0.5	1.4	2.4	5.2	
1979 January	29.5	0.9	1.7	3.2	9.9	2.5	6.2	0.7	1.3	2.1	4.5	
February	28.1	0.9	1.5	2.9	9.5	2.4	6.8	0.6	1.3	2.2	4.5	

These figures do not include Sumburgh

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Marchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1978	36 869.6	358.1	736.7	1 431.7	4 853.6	372.8	5 117.0	235.5	663.2	1 522.1	1 990.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	91.0	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	104.3	1 806.1	86.9	260.3	547.3	780.1
4th quarter	8 332.0	81.3	171.0	307.1	1 135.6	95.7	1 145.5	48.8	122.5	319.7	389.3
1977 July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
November	2 229.7	24.4	43.7	84.7	296.8	72.3	253.8	10.8	25.7	80.4	95.9
December	2 213.1	20.7	32.4	72.6	282.3	64.6	229.8	9.8	22.9	95.6	83.0
1978 January	2 253.5	13.9	31.0	79.0	287.2	67.9	243.5	12.8	20.0	92.2	65.9
February	1 956.0	15.5	35.2	74.5	280.6	72.8	245.5	8.3	18.1	78.8	66.9
July	4 194.0	41.1	87.0	160.5	544.0	35.5	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	36.0	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	32.8	594.7	27.8	86.2	163.2	248.1
October	3 298.8	35.3	80.1	126.4	445.0	36.9	488.8	22.9	67.0	116.9	202.2
November	2 527.9	24.8	50.3	103.0	370.1	31.5	355.4	13.7	31.5	94.9	101.5
December	2 505.3	21.2	40.6	77.7	320.5	27.3	301.3	12.2	24.0	107.9	85.6
1979 January	2 334.3	13.5	35.0	77.4	298.0	24.3	262.4	19.0	21.2	85.9	56.7
February	2 102.0	15.1	39.5	75.3	305.3	24.8	300.4	18.3	19.9	90.4	63.2

These figures do not include Sumburgh

Cargo Taken Up and Set Down by Airports

Table 7
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1978	611.7	6.8	7.7	2.0	43.2	1.8	46.0	0.2	10.6	16.2	18.7
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.4	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	0.5	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	0.4	12.4	0.1	2.6	4.1	4.2
1977 July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.5	1.5
November	53.3	0.6	0.7	0.2	4.0	0.3	4.0	—	0.8	1.3	1.6
December	51.3	0.7	0.6	0.1	3.7	0.3	3.8	—	0.6	1.1	1.2
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.2	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.2	4.2	—	0.8	1.4	1.5
October	54.8	0.9	0.9	0.3	4.0	0.1	4.6	—	0.9	1.4	1.5
November	53.1	0.7	0.8	0.3	4.1	0.2	4.1	—	0.9	1.4	1.5
December	51.7	0.7	0.8	0.1	3.6	0.1	3.7	—	0.9	1.3	1.3
1979 January	53.4	0.5	1.7	1.5	4.3	0.1	4.8	—	0.9	1.5	1.0
February	53.1	0.4	0.7	0.3	3.7	0.1	4.1	—	0.7	1.3	1.2

These figures do not include Sumburgh

Scheduled Services by UK Airlines

Table 8.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.6	63.0
1977 1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
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
1977 July	575.6	351.6	11.8	62.2	277.6	61.1	4 591.8	3 086.6	67.2
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
November	570.1	332.8	14.3	88.5	230.0	58.4	4 425.9	2 493.7	56.3
December	644.4	379.5	19.2	87.7	272.5	58.9	5 026.3	2 964.2	59.0
1978 January	545.3	313.3	11.9	65.7	235.7	57.4	4 293.5	2 556.8	59.6
February	539.5	298.7	12.8	78.2	207.7	55.4	4 202.1	2 246.9	53.5
July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.4	3 462.6	62.1
November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979 January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2

Scheduled Services by UK Airlines

Table 8.2

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	
				Freight (000 000)	Passengers (000 000)					
1969	292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1	
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	2.9	11.4	206.5	58.1	3 935.5	2 444.6	62.1	
1977	1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
	2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
	3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
	4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
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
1977	July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
	August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
	September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
	October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	66.0
	November	24.8	13.6	0.2	0.9	12.4	54.8	256.2	146.3	57.1
	December	24.2	13.0	0.2	0.8	12.0	53.9	250.2	140.8	56.3
1978	January	25.5	13.3	0.2	0.8	12.3	52.1	265.4	144.6	54.5
	February	24.6	12.9	0.2	0.8	11.8	52.3	255.4	140.3	55.0
	July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
	August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
	September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
	October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
	November	30.5	17.2	0.3	1.0	15.9	56.5	314.8	188.8	60.0
	December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979	January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
	February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9

Scheduled Services by UK Airlines

Table 8.3

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1969	3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
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	4 651.2	170.2	977.1	3 503.8	60.3	60 234.8	37 997.0	63.1
1977 1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	60.1
2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
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
1977 July	539.0	328.5	11.6	61.3	255.7	60.9	4 202.3	2 826.9	67.3
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 347.3	56.3
December	620.2	366.4	19.0	86.8	260.6	59.1	4 776.1	2 823.3	59.1
1978 January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4
July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.3	61.9
November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	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

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
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	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.5	16.9
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
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
1977 July	408.1	41.5	141.8	14.4	121.5	12.4	144.8	14.7
August	410.8	41.5	137.6	13.9	121.1	12.2	150.0	15.1
September	378.5	35.7	127.9	12.0	106.4	10.0	144.2	13.6
October	332.4	36.3	104.7	11.4	59.7	6.5	168.1	18.4
November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0
December	274.8	29.9	55.2	6.0	49.4	5.4	170.2	18.5
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	224.8	29.4	54.7	7.2	21.8	2.9	148.3	19.4
July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
October	328.1	31.8	111.1	10.8	38.6	3.7	178.4	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	203.8	21.1
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

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969	6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
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
1977 1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
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
1977 July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
November	679.3	569.5	83.8	338.1	3 408	5 362	1 574	1 684
December	639.5	489.5	76.5	309.2	3 381	5 050	1 494	1 583
1978 January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
February	631.8	456.2	88.0	355.2	3 325	4 921	1 480	1 566
July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
November	1 036.6	910.5	87.8	500.4	4 579	7 937	1 733	1 819
December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979 January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707
February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676

Non-scheduled Services by UK Airlines

Table 9.3

Load Factors and Distances: Other Separate Fare and Advance Booking Charters

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
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	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1977 1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 496
2nd quarter	2 226.4	1 791.8	80.5	458.3	4 577	11 392	2 489	3 910
3rd quarter	3 594.2	3 078.2	85.6	760.7	6 653	17 413	2 617	4 047
4th quarter	1 496.4	1 201.9	80.3	307.4	2 892	7 548	2 610	3 910
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
1977 July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
October	617.2	510.2	82.7	129.7	1 248	3 141	2 516	3 934
November	380.8	320.0	84.0	81.8	754	1 970	2 613	3 912
December	498.4	371.7	74.6	95.9	890	2 437	2 738	3 876
1978 January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
February	132.1	94.9	71.8	34.8	416	898	2 159	2 727

UK Passenger Movement by Air^(a) for February 1979

Table 10

Analysis by Countries of Landing and of Embarkation Comparison with a Year Earlier

European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970	15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971	17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972	20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973	22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	234	5 974	275	1 181
1974	19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977	23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1978	25 948	874	621	3 026	2 882	1 162	2 279	1 876	1 994	509	564	474	418	6 553	624	1 372
1977 1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	105	392
2nd quarter	6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
1978 1st quarter	4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter	6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
3rd quarter	8 850	229	188	881	558	526	847	655	562	166	168	167	169	2 173	158	401
4th quarter	5 653	219	144	688	673	206	413	415	472	128	120	106	80	1 155	116	312
February	1 342	69	38	190	177	23	126	104	128	27	36	20	20	210	31	88
1979 February	1 414	58	35	196	186	30	149	92	110	35	31	23	21	249	26	92

Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1978	428	1 394	10 609	429	1 505	303	69	224	549	480	216	344	120	5 128	370	872
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	188
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	4 379	86	196
3rd quarter	188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232
4th quarter	77	329	2 426	123	234	86	16	55	151	138	64	90	30	1 112	78	249
February	7	59	491	30	35	20	4	14	29	36	17	22	8	191	23	62
1979 February	8	71	578	46	35	22	3	16	38	42	22	26	8	219	20	80

The above figures are derived from airport statistics.

(a) Excluding passengers to and from the Irish Republic, and oil rigs.

The following countries are included in the groups below:—

(b) Turkey, Israel, Jordan, Syria, Lebanon, Iraq, Kuwait, Saudi Arabia, Republic of South Yemen, Iran, Persian Gulf States, United Arab Emirates.

(c) Tunisia, Algeria, Morocco, Egypt, Libya.

(d) German Dem. Republic, Poland, Czechoslovakia, Hungary, Rumania, Albania, Bulgaria.

(e) Gibraltar, Luxembourg, Austria, Faeroes, Finland, Iceland, Cyprus, Malta.

(f) Bermuda, British West Indies, Curacao, Jamaica, Barbados, Trinidad and Tobago, Guadeloupe, Martinique.

(g) Zambia, Malawi, Zaire, Angola, Central African Republic, Chad, Niger.

(h) Kenya, Uganda, Tanzania, Rwanda, Burundi, Sudan, Somali Republic, Ethiopia, Djibouti.

(i) Hong Kong, Singapore, Malaysia, Afghanistan, Nepal, Burma, Thailand, Laos, South Vietnam, North Vietnam, Cambodia, China, Taiwan, Korea, Indonesia.

(k) Rhodesia, South African Republic, Namibia, Botswana, Mozambique.

(l) Guyana, Venezuela, Colombia, Ecuador, Peru, Bolivia, Brazil, Paraguay, Uruguay, Argentina, Chile.

(m) Ghana, Nigeria, Sierra Leone, Gambia, Togoland, Westem Sahara, Portuguese Guinea, Liberia, Equatorial Guinea, Mali, Guinea, Cameroon, Congo, Dahomey, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.

Aircraft Movements February 1979

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-Commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	8 303	6 603	1	510	1	149	22	—	959	—	58
+ Heathrow	20 907	19 152	—	12	—	35	306	—	1 352	14	36
+ Luton	3 166	1 094	—	276	11	342	26	388	1 015	2	12
+ Southend	3 365	835	4	—	—	255	—	1 574	696	1	—
+ Stansted	2 220	265	—	67	—	1 013	18	12	802	43	—
Total (London Area)	37 961	27 949	5	865	12	1 794	372	1 974	4 824	60	106
Westland Heliport (Battersea)	368	104	10	106	—	—	—	—	98	—	50
Other UK Airports											
+ Aberdeen	7 102	4 177	—	598	—	993	19	1 292	20	1	2
+ Belfast	4 846	1 662	32	121	43	—	22	799	228	4	1 935
+ Benbecula	261	200	—	—	19	—	14	—	12	—	16
+ Birmingham	4 224	1 875	—	62	6	102	54	1 458	657	—	10
+ Blackpool	5 514	269	—	53	—	420	—	4 146	618	—	8
+ Bournemouth	3 738	388	—	38	—	451	—	1 473	665	—	721
+ Bristol	1 818	330	—	23	1	10	—	1 050	394	4	6
+ Cambridge	2 674	51	—	12	6	95	3	788	239	—	1 480
+ Cardiff	1 933	571	—	114	—	144	—	891	205	—	8
+ Coventry	3 819	64	—	36	—	676	—	2 564	575	—	4
+ East Midlands	2 887	727	—	143	24	324	50	865	736	10	8
+ Edinburgh	5 189	1 611	—	28	—	129	30	1 451	518	10	1 412
+ Exeter	1 985	302	—	19	165	70	3	941	306	—	179
+ Glasgow	6 188	3 185	—	77	—	206	73	1 357	648	10	632
+ Gloucester/Cheltenham	2 522	24	4	—	107	972	—	1 038	341	—	36
+ Hawarden	1 240	62	—	—	—	58	—	970	140	—	10
+ Humberside	1 539	396	4	107	46	27	2	820	137	—	—
+ Inverness	2 270	543	—	16	205	911	—	532	63	—	—
+ Islay	162	114	—	2	24	—	—	—	22	—	—
+ Isle of Man	1 662	586	—	14	147	555	—	276	76	—	8
+ Isles of Scilly	114	92	—	—	10	4	—	—	4	—	4
+ Kirkwall	986	736	—	62	54	6	2	104	22	—	—
+ Leeds/Bradford	2 185	504	—	13	32	80	33	1 043	470	—	10
+ Liverpool	3 733	879	—	114	29	148	20	1 513	991	—	39
+ Lydd	2 182	247	—	—	—	16	—	1 497	416	—	6
+ Manchester	5 395	3 609	—	158	8	57	233	742	554	—	34
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 521	1 088	6	28	6	603	2	298	468	—	22
+ Norwich	2 174	771	—	28	79	844	93	—	355	—	4
+ Penzance Heliport	164	138	—	—	8	18	—	—	—	—	—
+ Prestwick	2 720	491	—	6	—	842	15	748	181	—	437
+ Southampton	2 143	668	—	44	23	191	13	841	344	—	19
+ Stornoway	447	383	—	36	—	6	10	4	2	—	6
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	736	38	—	7	16	54	—	453	158	—	10
+ Tees-side	3 455	898	—	78	41	525	24	1 137	370	—	382
+ Tiree	100	96	—	2	—	2	—	—	—	—	—
+ Wick	504	341	—	14	—	—	—	140	1	—	8
Total (incl. London Area)	129 459	56 169	61	3 024	1 111	11 233	1 087	33 205	15 858	99	7 612
Channel Islands Airports											
Alderney	373	373	—	—	—	—	—	—	—	—	—
Guernsey	1 790	1 790	—	—	—	—	—	—	—	—	—
Jersey	2 847	2 347	—	1	—	—	—	—	483	—	16
Total (Channel Islands Airports)	5 010	4 510	—	1	—	—	—	—	483	—	16

xx not supplied

Air Transport Movements by Type and Nationality of Operator for February 1979

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	6 603	284	3 364	267	182	2 179	327
+Heathrow	19 152	9 108	1 347	8 664	8	12	13
+Luton	1 094	—	—	1	—	1 000	93
+Southend	835	—	453	—	—	360	22
+Stansted	265	—	35	2	—	90	138
TOTAL (London Area)	27 949	9 392	5 199	8 934	190	3 641	593
Westland Heliport (Battersea)	104	—	—	—	—	104	—
Other UK Airports							
+Aberdeen	4 177	837	481	—	679	2 116	64
+Belfast	1 662	977	502	24	—	143	16
Benbecula	200	47	153	—	—	—	—
+Birmingham	1 875	826	543	120	18	345	23
+Blackpool	269	—	186	—	—	83	—
+Bournemouth	388	4	355	—	—	29	—
Bristol	330	128	102	24	—	45	31
+Cambridge	51	—	—	—	—	40	11
+Cardiff	571	101	325	28	—	69	48
+Coventry	64	—	—	—	—	60	4
+East Midlands	727	7	465	—	—	238	17
+Edinburgh	1 611	722	732	32	—	117	8
Exeter	302	—	254	—	—	48	—
+Glasgow	3 185	1 350	867	300	21	635	12
Gloucester/Cheltenham	24	—	—	—	—	24	—
Hawarden	62	—	62	—	—	—	—
Humberside	396	—	313	—	—	76	7
Inverness	543	281	180	—	—	82	—
Islay	114	—	88	—	—	26	—
+Isle of Man	586	165	421	—	—	—	—
Isles of Scilly	92	92	—	—	—	—	—
+Kirkwall	736	161	427	—	46	102	—
+Leeds/Bradford	504	158	273	12	—	61	—
+Liverpool	879	—	637	66	—	161	15
+Lydd	247	—	247	—	—	—	—
+Manchester	3 609	1 648	411	740	18	757	35
Manston	..	..	..	..	..	..	..
+Newcastle	1 088	262	658	—	—	144	24
Norwich	771	—	626	—	—	133	12
Penzance Heliport	138	92	—	—	46	—	—
+Prestwick	491	275	4	94	—	13	105
+Southampton	668	72	485	—	—	103	8
Stornoway	383	96	126	2	—	157	2
+Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	38	—	32	—	—	3	3
+Tees-side	898	2	640	—	—	241	15
Tiree	96	—	86	—	—	10	—
Wick	341	98	199	—	—	44	—
TOTAL (Incl. London Area)	56 169	17 793	16 079	10 376	1 018	9 850	1 053
Channel Islands Airports							
Alderney	373	—	342	—	—	31	—
Guernsey	1 790	154	1 363	38	—	235	—
Jersey	2 347	401	1 607	—	—	338	1
TOTAL (Channel Islands Airports)	4 510	555	3 312	38	—	604	1

xx Not supplied.

Air Transport Movements February 1979

Table 13

Comparison with a Year Earlier

	International				Domestic				1979 Total		1978 Total		Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft
London Area Airports														
+ Gatwick	1 986	57	2 382	260	1 695	177	25	21	6 088	515	4 568	575	33.3	-10.4
+ Heathrow	13 467	1 164	15	17	4 439	49	1	—	17 922	1 230	17 276	1 250	3.7	-1.6
+ Luton	—	1	974	49	—	—	68	2	1 042	52	950	35	9.7	48.6
+ Southend	423	—	202	—	30	—	180	—	835	—	962	—	-13.2	—
+ Stansted	3	—	160	63	34	—	3	2	200	65	155	84	29.0	-22.6
TOTAL (London Area)	15 879	1 222	3 733	389	6 198	226	277	25	26 087	1 862	23 911	1 944	9.1	-4.2
Westland Helicopter (Battersea)	—	—	—	—	—	—	104	—	104	—	133	—	-21.8	—
Other UK Airports														
+ Aberdeen	265	—	1 579	48	1 053	—	1 193	39	4 090	87	3 730	66	9.7	31.8
+ Belfast	34	—	21	3	1 375	94	32	103	1 462	200	1 328	200	10.1	—
Benbecula	—	—	—	—	200	—	—	—	200	—	196	1	2.0	—
+ Birmingham	509	—	343	4	980	—	39	—	1 871	4	1 642	1	13.9	300.0
+ Blackpool	24	—	—	—	126	36	24	59	174	95	191	83	-8.9	14.5
+ Bournemouth	2	—	13	2	199	158	14	—	228	160	246	161	-7.3	-0.6
+ Bristol	105	—	56	2	149	—	18	—	328	2	330	—	-0.6	—
+ Cambridge	—	—	26	—	—	—	25	—	51	—	21	—	—	—
+ Cardiff	195	—	111	3	259	—	2	1	567	4	437	—	29.7	—
+ Coventry	—	—	38	12	—	—	11	3	49	15	49	4	—	275.0
+ East Midlands	212	25	150	32	235	—	51	22	648	79	718	75	-9.7	5.3
+ Edinburgh	319	—	43	1	1 130	37	63	18	1 555	56	1 461	35	6.4	60.0
+ Exeter	69	—	22	3	185	—	23	—	299	3	93	—	221.5	—
+ Glasgow	439	98	145	1	1 929	51	521	1	3 034	151	2 710	168	12.0	-10.1
Gloucester/Cheltenham	—	—	—	—	—	—	24	—	24	—	39	—	-38.5	—
Hawarden	—	—	—	—	62	—	—	—	62	—	63	—	-1.6	—
Humberside	30	—	29	1	283	—	52	—	394	2	342	—	15.2	—
Inverness	—	—	49	—	461	—	33	—	543	—	742	—	-26.8	—
Islay	—	—	—	—	88	—	26	—	114	—	78	—	46.2	—
+ Isle of Man	24	—	—	—	534	28	—	—	558	28	438	30	27.4	-6.7
Isles of Scilly	—	—	—	—	92	—	—	—	92	—	96	—	-4.2	—
+ Kirkwall	—	—	11	—	588	—	135	2	734	2	728	6	0.8	-66.7
+ Leeds/Bradford	119	2	26	1	322	—	34	—	501	3	640	1	-21.7	200.0
+ Liverpool	156	10	4	18	537	—	75	79	772	107	556	74	38.8	44.6
+ Lydd	117	130	—	—	—	—	—	—	117	130	124	157	-5.6	-17.2
+ Manchester	1 210	257	732	31	1 329	3	45	2	3 316	293	2 790	334	18.9	-12.3
+ Manston	—	—	—	—	—	—	—	—	—	—	82	—	—	—
+ Newcastle	268	2	102	—	650	—	66	—	1 086	2	983	—	10.5	—
+ Norwich	192	—	52	2	434	—	89	2	767	4	788	1	-2.7	—
Penzance Helicopter	—	—	46	—	92	—	—	—	138	—	96	—	43.8	—
+ Prestwick	130	59	99	15	154	30	—	4	383	108	320	143	19.7	-24.5
+ Southampton	158	—	64	4	398	1	43	—	663	5	455	4	45.7	25.0
Stornoway	2	—	5	—	221	1	151	3	379	4	261	1	45.2	300.0
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2 428	42	—	—
Swansea	—	—	5	—	32	—	1	—	38	—	—	—	—	—
+ Tees-side	46	—	116	9	596	—	129	2	887	11	806	—	10.0	—
Tiree	—	—	—	—	86	—	10	—	96	—	34	—	182.4	—
Wick	—	—	—	—	297	—	44	—	341	—	354	6	-3.7	—
TOTAL (Incl. London Area)	20 504	1 805	7 620	581	21 274	665	3 354	366	52 752	3 417	50 439	3 537	4.6	-3.4
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	373	—	390	—	-4.4	—
Guernsey	—	—	—	—	—	—	—	—	1 790	—	1 725	—	3.8	—
Jersey	—	—	—	—	—	—	—	—	2 347	—	2 480	—	-5.4	—
TOTAL (Channel Is. Airport)	—	—	—	—	—	—	—	—	4 510	—	4 595	—	-1.8	—

xx not supplied

Air Transport Landings Diverted from/to UK Reporting Airports February 1979

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															
		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	34														8He 6Bo	5He 1Bo	1Lu 1He		1Bi	1Ma								2Lu 3He 1Ma 1Bo 1Bi	1He 1Bi				
Heathrow	44							9Ma 2Pr 21Ga 3Bi								1Ma 1Bo		1Pr										1Pr 1Ga 1St 3Ma					
Luton	63	2Ga 1St						1Em 1Ga 1St 5Bi		2St	1St	1Bi	2Ma 1Ga 2Bi	2Ma 1He 1Ga 4St	4Em 1Ga 1St 2Bi	1He 5Ga 1Ga	2He 1Ga	1Ma	2Ma 1Ga	5St	1St	1Em											
Southend	1							1Ga																									
Stansted	2							1Ga												1Ga													
Aberdeen	2			1Ki								1No																					
Birmingham	29	3Em 1He						1Em				2Ma	10Ma		1He				1Ma	9Ma	1Ma												
Bournemouth	2															1Ga												1Sh					
Bristol	3										1Bi																						
Cardiff	9									1Ga	1Lu									1He	1Ma 1Ma 3Ga 1Ma	1Br											
Coventry	1																			1Em													
East Midlands	15	2Bi						2Bi		1Lu				2Li 3Bi		1Ma		1Ma			3Ma												
Edinburgh	3															3GI																	
Exeter	2									1Sh																1Ma		1Ma					
Glasgow	3				1Ga																	1Ma		1Ma									
Hawarden	1								1Li																								
Humberside	8													1Em 4Te	3Te																		
Kirkwall	2										2Wi																						
Leeds	96	7Ma 1Em 6Te	1Ma 3Em 5Te		2Em 2Te		1Em 6Ma 1Te 1Hu						4Ma 3Te	7Ma 4Te	2Ma 4Te	3Ma 1Te	1Ma 2Te	1Te	1Em 1Ma	6Ma 5Te	2Em 5Ma 5Te	2Ma 1Te											
Lydd	2																2Ga																
Manchester	2																										1Ga	1Ga					
Newcastle	3														3Te																		
Norwich	1					1St																											
Southampton	4																					3Bo											
Sumburgh	4		2GI 2Ki																										1Bo				
Tees-side	3							3Ne																									
Other Internal	16	3Ex			1Sh		1Lu	1Hu		1Sh					2Hu	1Te											2Hu					1St 3Hu	
Overseas	12		1Bi	1Ma	1He					2He					1Pr 1Ed				1Ma								1Lu 1He		1He	1He			
All Aerodromes	367	26	15	1	7	1	13	52	—	8	4	1	19	37	32	29	13	4	14	37	18	9	—	1	—	2	18	2	4				

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator February 1979

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways	Others	British Airways	Others	British Airways	Others						
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
London Area Airports															
+Gatwick	405 571	399 631	5 940	8 811	—	126 471	1 448	18 078	64	31 264	—	189 872	900	25 135	3 528
+Heathrow	1 597 462	1 575 316	22 146	812 456	19	31 726	—	729 549	21 998	505	100	507	—	573	29
+Luton	103 250	103 048	202	—	—	—	—	—	—	—	—	95 955	180	7 093	22
+Southend	6 565	6 565	—	—	—	6 430	—	—	—	—	—	119	—	16	—
+Stansted	17 960	17 118	842	—	—	—	—	—	369	—	—	2 813	357	14 024	116
TOTAL (London Area)	2 130 808	2 101 678	29 130	821 267	19	164 908	1 448	747 627	22 431	31 769	100	289 266	1 437	46 841	3 695
Westland Heliport (Battersea)	326	326	—	—	—	—	—	—	—	—	—	326	—	—	—
Other UK Airports															
+Aberdeen	81 898	81 239	659	35 665	358	9 866	98	—	—	7 208	—	27 534	68	966	135
+Belfast	77 105	77 104	1	61 186	—	12 185	1	276	—	—	—	2 076	—	1 381	—
+Benbecula	1 724	1 664	60	992	—	672	60	—	—	—	—	—	—	—	—
+Birmingham	82 624	80 023	2 601	29 990	1 175	8 367	995	5 502	162	1 115	—	33 558	269	1 491	—
+Blackpool	3 115	3 115	—	—	—	3 054	—	—	—	—	—	61	—	—	—
+Bournemouth	5 139	4 649	490	73	64	3 778	96	—	—	—	—	798	330	—	—
+Bristol	10 057	8 345	1 712	1 487	1 145	1 220	361	652	206	—	—	2 555	—	2 431	—
+Cambridge	656	656	—	—	—	—	—	—	—	—	—	599	—	57	—
+Cardiff	20 158	18 244	1 914	3 265	184	3 274	1 256	620	329	—	—	6 597	131	4 488	14
+Coventry	238	238	—	—	—	—	—	—	—	—	—	214	—	24	—
+East Midlands	28 725	28 570	155	187	—	11 619	155	—	—	—	—	16 600	—	164	—
+Edinburgh	74 686	73 679	1 007	51 719	28	15 645	948	1 071	28	—	—	4 510	3	734	—
+Exeter	3 655	3 390	265	—	—	2 666	265	—	—	—	—	724	—	—	—
+Glasgow	142 682	141 760	922	84 236	84	23 783	—	6 226	788	702	—	26 099	50	714	—
Gloucester/Cheltenham	122	122	—	—	—	—	—	—	—	—	—	122	—	—	—
Hawarden	270	270	—	—	—	270	—	—	—	—	—	—	—	—	—
Humberside	2 480	2 480	—	—	—	2 215	—	—	—	—	—	224	—	41	—
Inverness	9 872	9 069	803	7 382	803	1 215	—	—	—	—	—	472	—	—	—
Islay	787	787	—	—	—	745	—	—	—	—	—	42	—	—	—
+Isle of Man	14 464	13 328	1 136	5 288	—	8 040	1 136	—	—	—	—	—	—	—	—
+Isles of Scilly	1 518	1 518	—	—	—	—	—	—	—	—	—	—	—	—	—
+Kirkwall	6 858	5 891	967	2 517	812	1 881	—	—	—	780	113	713	42	—	—
+Leeds/Bradford	14 218	13 064	1 154	5 814	—	4 207	1 142	384	—	—	—	2 659	12	—	—
+Liverpool	18 922	17 834	1 088	—	—	15 911	1 079	1 341	9	—	—	582	—	—	—
+Lydd	2 945	2 924	21	—	—	2 924	21	—	—	—	—	—	—	—	—
+Manchester	202 895	198 929	3 966	88 989	804	9 031	1 947	23 024	822	1 486	—	75 216	393	1 183	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	44 488	41 685	2 823	17 861	—	13 265	2 801	—	—	—	—	8 560	18	1 979	4
+Norwich	10 372	10 256	116	—	—	8 554	116	—	—	—	—	1 667	—	35	—
Penzance Heliport	1 880	1 880	—	1 518	—	—	—	—	—	362	—	—	—	—	—
+Prestwick	28 171	8 665	19 506	5 304	5 494	—	—	977	2 597	—	—	131	—	2 253	11 415
+Southampton	12 358	12 197	161	1 963	84	9 628	52	—	—	—	—	590	25	16	—
Stornoway	4 787	4 787	—	3 222	—	644	—	94	—	—	—	817	—	10	—
+Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	83	60	23	—	—	34	20	—	—	—	—	4	3	22	—
+Tees-side	19 526	18 047	1 479	112	—	14 466	1 468	—	—	—	—	3 420	11	49	—
Tiree	398	224	174	—	—	195	172	—	—	—	—	29	2	—	—
Wick	3 350	2 366	984	1 226	984	979	—	—	—	—	—	161	—	—	—
TOTAL (Incl. London Area)	3 064 360	2 991 043	73 317	1 232 781	12 038	355 241	15 637	787 794	27 372	43 422	213	506 926	2 794	64 879	15 263
Channel Islands Airports															
Alderney	2 208	2 208	—	—	—	2 186	—	—	—	—	—	22	—	—	—
Guernsey	20 810	20 061	749	5 445	—	14 299	738	113	5	—	—	204	6	—	—
Jersey	41 635	40 940	695	17 395	54	22 243	562	—	—	—	—	1 301	79	1	—
TOTAL (Channel Is. Airports)	64 653	63 209	1 444	22 840	54	38 728	1 300	113	5	—	—	1 527	85	1	—

NOTE: the figures for total terminal passengers include passengers carried on aircraft chartered by Government Departments.
 xx Not supplied.

Terminal Air Passengers for February 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+ Gatwick	399 631	313 074	27.6
+ Heathrow	1 575 316	1 522 936	3.4
+ Luton	103 048	93 818	9.8
+ Southend	6 565	10 123	-35.1
+ Stansted	17 118	15 756	8.6
TOTAL (London Area)	2 101 678	1 955 707	7.5
Westland Heliport (Battersea)	326	327	-0.3
Other UK Airports			
+ Aberdeen	81 239	76 046	6.8
+ Belfast	77 104	65 798	17.2
Benbecula	1 664	1 743	-4.5
+ Birmingham	80 023	68 291	17.2
+ Blackpool	3 115	3 628	-14.1
+ Bournemouth	4 649	5 075	-8.4
+ Bristol	8 345	7 676	8.7
+ Cambridge	656	177	270.6
+ Cardiff	18 244	8 347	118.6
+ Coventry	238	378	-37.0
+ East Midlands	28 570	23 213	23.1
+ Edinburgh	73 679	68 614	7.4
+ Exeter	3 390	1 844	83.8
+ Glasgow	141 760	128 122	10.6
Gloucester/Cheltenham	122	173	-29.5
Hawarden	270	237	13.9
Humberside	2 480	2 643	-6.2
Inverness	9 069	10 996	-17.5
Islay	787	592	32.9
+ Isle of Man	13 328	13 038	2.2
Isle of Scilly	1 518	1 667	-8.9
+ Kirkwall	5 891	5 884	0.1
+ Leeds/Bradford	13 064	17 242	-24.2
+ Liverpool	17 834	13 442	32.7
+ Lydd	2 924	4 762	-38.6
+ Manchester	198 929	159 507	24.7
+ Manston	..	134	—
+ Newcastle	41 665	37 507	11.1
+ Norwich	10 256	11 802	-13.1
Penzance Heliport	1 880	1 667	12.8
+ Prestwick	8 665	7 836	10.6
+ Southampton	12 197	10 578	15.3
Stornoway	4 787	3 764	27.2
+ Sumburgh	xx	47 316	—
Swansea	60	..	—
+ Tees-side	18 047	17 154	5.2
Tiree	224	163	37.4
Wick	2 366	2 307	2.6
TOTAL (Incl. London Area)	2 991 043	2 785 397	7.4
Channel Islands Airports			
Alderney	2 208	2 244	-1.6
Guernsey	20 061	21 080	-4.8
Jersey	40 940	43 614	-6.1
TOTAL (Channel Islands Airports)	63 209	66 938	-5.6

xx Not supplied.

International and Domestic Passenger Traffic for February 1979

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		Per- centage change
	1979	1979	1978	1979	1978		
London Area Airports							
+Gatwick	399,631	348 414	271 410	28	51 217	41 664	23
+Heathrow	1 575 316	1 315 573	1 289 765	2	259 743	233 171	11
+Luton	103 048	102 377	93 511	9	671	307	119
+Southend	6 565	6 027	9 556	-37	538	567	-5
+Stansted	17 118	16 941	15 708	8	177	48	269
TOTAL (London Area)	2 101 678	1 789 332	1 679 950	7	312 346	275 757	13
Westland Heliport (Battersea)	326	—	—	—	326	327	—
Other UK Airports							
+Aberdeen	81 239	20 981	20 338	3	60 258	55 708	8
+Belfast	77 104	2 166	1 183	83	74 938	64 615	16
Benbecula	1 664	—	—	—	1 664	1 743	-5
+Birmingham	80 023	55 449	43 075	29	24 574	25 216	-3
+Blackpool	3 115	184	363	-49	2 931	3 265	-10
+Bournemouth	4 649	785	1 078	-27	3 864	3 997	-3
+Bristol	8 345	6 948	6 293	10	1 397	1 383	1
+Cambridge	656	489	98	399	167	79	111
+Cardiff	18 244	15 015	5 950	152	3 229	2 397	35
+Coventry	238	207	344	-40	31	34	-9
+East Midlands	28 570	21 217	15 568	36	7 353	7 645	-4
+Edinburgh	73 679	8 481	11 268	-25	65 198	57 346	14
+Exeter	3 390	747	269	178	2 643	1 575	68
+Glasgow	141 760	26 023	22 397	16	115 737	105 725	9
Gloucester/Cheltenham	122	—	—	—	122	173	-29
Hawarden	270	—	—	—	270	237	14
Humberside	2 480	695	828	-16	1 785	1 815	-2
Inverness	9 069	336	121	178	8 733	10 875	-20
Islay	787	—	—	—	787	592	33
+Isle of Man	13 328	365	337	8	12 963	12 701	2
Isle of Scilly	1 518	—	—	—	1 518	1 667	-9
+Kirkwall	5 891	10	—	—	5 881	5 884	—
+Leeds/Bradford	13 064	4 621	5 306	-13	8 443	11 936	-29
+Liverpool	17 834	2 944	3 711	-21	14 890	9 731	53
+Lydd	2 924	2 924	4 762	-39	—	—	—
+Manchester	198 929	131 801	101 715	30	67 128	57 792	16
+Manston	..	..	134	—	..	—	—
+Newcastle	41 665	16 621	14 181	17	25 044	23 326	7
+Norwich	10 256	4 448	6 077	-27	5 808	5 725	1
Penzance	1 880	362	—	—	1 518	1 667	-9
+Prestwick	8 665	8 027	6 719	19	638	1 117	-43
+Southampton	12 197	2 257	569	297	9 940	10 009	-1
Stornoway	4 787	111	—	—	4 676	3 764	24
+Sumburgh	xx	xx	18 648	—	xx	28 668	—
Swansea	60	26	..	—	34	..	—
+Tees-side	18 047	3 901	1 991	96	14 146	15 163	-7
Tiree	224	—	—	—	224	163	37
Wick	2 366	—	—	—	2 366	2 307	3
TOTAL (Incl. London Area)	2 991 043	2 127 473	1 973 273	8	863 570	812 124	6

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

xx Not supplied.

International Air Passenger Traffic to and from Airports for February 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	11 652	7 819	3 833	10 340	7 263	3 077	13
London – Vienna	8 817	6 963	1 854	7 896	6 575	1 321	12
Other Routes	2 835	856	1 979	2 444	688	1 756	16
Belgium	58 393	57 933	460	59 127	58 687	440	–1
London – Brussels	43 268	43 154	114	42 213	42 117	96	2
Other S.E. England – Belgium	8 359	8 226	133	10 466	10 215	251	–20
Other Routes	6 766	6 553	213	6 448	6 355	93	5
Denmark	35 187	26 987	8 200	37 606	26 168	11 438	–6
London – Copenhagen	26 322	21 964	4 358	28 701	22 526	6 175	–8
Other Routes	8 865	5 023	3 842	8 905	3 642	5 263	—
Finland	6 971	6 462	509	7 770	6 770	1 000	–10
France	195 682	182 564	13 118	189 923	172 171	17 752	3
London – Nice	7 822	7 376	446	7 387	7 387	—	6
– Paris	140 166	135 859	4 307	133 973	130 236	3 737	5
– N. France (a)	5 110	4 870	240	5 376	5288	88	–5
– Other France	17 663	13 321	4 342	13 932	12 020	1 912	27
Manchester – Paris	7 442	7 442	—	5 540	5 535	5	34
Other UK – Paris	11 098	9 550	1 548	10 675	6 623	4 052	4
Luton – Other France	1 426	—	1 426	1 797	—	1 797	–21
Other S.E. England – France	3 569	3 569	—	5 858	4 571	1 287	–39
Other Routes	1 386	577	809	5 385	511	4 874	–74
Germany (Fed. Republic)	176 102	138 613	37 489	166 958	125 542	41 416	5
London – Dusseldorf	24 741	21 838	2 903	24 917	23 240	1 677	–1
– Frankfurt	42 854	39 803	3 051	38 663	34 392	4 271	11
– Hamburg	18 899	17 007	1 892	18 155	16 054	2 101	4
– Munich	30 234	16 823	13 411	28 756	13 767	14 989	5
– Other Germany	36 772	32 129	4 643	32 128	28 523	3 605	14
Luton – Germany	4 357	—	4 357	7 460	—	7 460	–42
Manchester – Germany	10 526	7 244	3 282	9 780	6 645	3 135	8
Other Routes	7 719	3 769	3 950	7 099	2 921	4 178	9
Gibraltar	3 508	2 212	1 296	3 680	3 068	612	–5
Greece	30 261	19 861	10 400	22 633	17 939	4 694	34
Iceland	1 521	1 521	—	1 831	1 664	167	–17
London – Reykjavik	1 087	1 087	—	988	988	—	10
Glasgow – Reykjavik	434	434	—	670	670	—	–35
Other Routes	—	—	—	173	6	167	—

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	107 500	105 228	2 272	93 076	92 805	271	15
London – Cork	8 871	8 871	—	7 450	7 450	—	19
– Dublin	58 369	58 369	—	50 143	50 143	—	16
– Shannon	5 433	5 433	—	5 314	5 314	—	2
Manchester – Dublin	10 544	10 533	11	8 830	8 820	10	19
Birmingham – Dublin	7 823	7 813	10	7 355	7 355	—	6
Glasgow – Dublin	3 674	3 674	—	3 531	3 531	—	4
Liverpool – Dublin	2 438	2 438	—	3 154	3 141	13	-23
Leeds/Bradford – Dublin	706	706	—	1 282	1 282	—	-45
Edinburgh – Dublin	1 042	1 042	—	866	866	—	20
Bristol – Dublin	1 207	1 060	147	1 129	1 129	—	7
Other Routes	7 393	5 289	2 104	4 022	3 774	248	84
Italy	149 056	56 248	92 808	125 941	57 399	68 542	18
London – Genoa (g)	325	—	325	101	—	101	222
– Milan	35 564	19 666	15 898	35 798	20 556	15 242	-1
– Rimini (g)	—	—	—	—	—	—	—
– Rome	28 033	22 207	5 826	29 390	24 343	5 047	-5
– Venice	10 711	2 163	8 548	10 075	2 002	8 073	6
– Other Italy	25 559	7 902	17 657	17 952	8 412	9 540	42
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	32 506	—	32 506	20 396	—	20 396	59
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	3 486	—	3 486	4 523	—	4 523	-23
Other Routes	12 872	4 310	8 562	7 706	2 086	5 620	67
Luxembourg	4 214	4 156	58	3 659	3 654	5	15
London – Luxembourg	4 194	4 156	38	3 654	3 654	—	15
Other Routes	20	—	20	5	—	5	300
Netherlands	110 443	109 224	1 219	127 658	126 286	1 372	-13
London – Amsterdam	62 441	62 218	223	74 812	74 620	192	-17
– Rotterdam	14 044	13 917	127	15 104	15 077	27	-7
Other S.E. England – Netherlands	4 332	4 137	195	6 035	5 947	88	-28
Manchester – Amsterdam	7 355	7 233	122	9 069	8 870	199	-19
Other Routes	22 271	21 719	552	22 638	21 772	866	-2
Norway	30 966	23 887	7 079	36 448	23 530	12 918	-15
London – Oslo	16 715	13 592	3 123	16 975	11 711	5 264	-2
Other Routes	14 251	10 295	3 956	19 473	11 819	7 654	-27
Portugal	22 934	13 880	9 054	20 378	13 170	7 208	13
London – Lisbon	10 178	9 504	674	9 948	8 765	1 183	2
Other Routes	12 756	4 376	8 380	10 430	4 405	6 025	22
Soviet Union and Eastern Europe (b)	20 661	14 789	5 872	19 536	15 131	4 405	6
London – Moscow	5 875	4 867	1 008	6 622	5 819	803	-11
– Prague	1 511	1 511	—	1 327	1 327	—	14
Other Routes	13 275	8 411	4 864	11 587	7 985	3 602	15

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	249 274	55 714	193 560	209 854	65 179	144 675	19
London – Barcelona	12 400	9 653	2 747	14 274	11 702	2 572	-13
– Ibiza	672	386	286	465	465	—	45
– Madrid	26 748	21 933	4 815	25 704	22 029	3 675	4
– Malaga	22 356	8 403	13 953	21 000	11 512	9 488	6
– Palma	25 651	5 335	20 316	26 706	8 917	17 789	-4
– Other Spain	27 680	9 206	18 474	23 207	10 150	13 057	19
Luton – Alicante	7 424	—	7 424	6 438	—	6 438	15
– Barcelona	—	—	—	356	—	356	—
– Gerona	980	—	980	791	—	791	24
– Ibiza	—	—	—	—	—	—	—
– Palma	5 586	—	5 586	4 791	—	4 791	17
– Other Spain	9 374	—	9 374	7 467	—	7 467	26
Other S.E. England – Spain	—	—	—	68	—	68	—
Manchester – Barcelona	—	—	—	126	—	126	—
– Palma	16 509	—	16 509	11 155	—	11 155	48
Other N. England – Spain	39 366	350	39 016	29 280	172	29 108	34
Scotland – Spain	14 791	110	14 681	11 200	119	11 081	32
Other Routes	39 737	338	39 399	26 826	113	26 713	48
Sweden	26 391	18 238	8 153	30 592	16 542	14 050	-14
London – Stockholm	17 069	13 264	3 805	15 724	11 407	4 317	9
Other Routes	9 322	4 974	4 348	14 868	5 135	9 733	-37
Switzerland	91 687	65 478	26 209	88 119	62 267	25 852	4
London – Basle	3 789	3 789	—	6 226	4 495	1 731	-39
– Geneva	40 866	26 451	14 415	38 572	25 266	13 306	6
– Zurich	36 719	29 586	7 133	38 852	28 010	8 842	—
Luton – Switzerland	4 526	—	4 526	1 554	—	1 554	191
Other Routes	5 787	5 652	135	4 915	4 496	419	18
Yugoslavia	7 941	5 809	2 132	7 031	5 025	2 006	13
London – Dubrovnic	794	—	794	556	—	556	43
– Ljubljana	1 553	1 553	—	1 204	934	270	29
Luton – Yugoslavia	3	—	3	67	—	67	-96
Other Routes	5 591	4 256	1 335	5 204	4 091	1 113	7
Other Europe	60 548	32 374	28 174	48 076	28 881	19 195	26
WESTERN HEMISPHERE							
Canada	34 798	32 875	1 923	35 349	33 320	2 029	-2
London – Montreal	7 762	7 762	—	7 459	7 459	—	4
– Toronto	14 282	12 527	1 755	14 897	12 868	2 029	-4
– Other Canada	7 488	7 320	168	7 537	7 537	—	-1
Other U.K. – Montreal	1 034	1 034	—	1 142	1 142	—	-9
– Toronto	3 472	3 472	—	3 528	3 528	—	-2
Other Routes	760	760	—	786	786	—	-3

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	219 893	214 555	5 338	191 456	179 844	11 612	15
London – New York	75 000	73 626	1 374	85 150	80 994	4 156	-12
– Other East Coast USA	53 191	53 191	—	45 143	43 896	1 247	18
– Chicago and Detroit	16 956	16 956	—	15 505	15 421	84	9
– West Coast USA	46 105	44 455	1 650	35 682	31 683	3 999	29
– Other USA	22 048	21 375	673	5 676	4 733	943	288
Other UK – New York	4 512	4 512	—	3 114	3 114	—	45
Other Routes	2 081	440	1 641	1 186	3	1 183	75
West Atlantic and Caribbean Islands	22 315	21 112	1 203	20 327	19 959	368	10
Central and South America	9 725	9 600	125	9 344	9 129	215	4
REST OF THE WORLD							
Canary Islands	62 915	3 780	59 135	45 377	5 457	39 920	39
North Africa (c)	24 341	15 452	8 889	17 670	13 125	4 545	38
East Africa (d)	12 122	11 860	262	11 294	10 302	992	7
Central Africa (e)	3 554	3 554	—	4 071	4 071	—	-13
West Africa (d)	18 214	18 214	—	21 878	21 877	1	-17
South Africa	25 752	25 376	376	21 466	21 466	—	20
Middle East (f)	99 360	92 146	7 214	109 626	106 861	2 765	-9
India	26 871	26 871	—	22 971	22 971	—	17
Pakistan	9 908	9 908	—	9 350	9 350	—	6
Far East	65 272	64 612	660	49 431	47 088	2 343	32
Australia and New Zealand	46 009	46 009	—	30 178	30 178	—	52
Other Routes n.e.i.	35 165	8 243	26 922	49 570	8 201	41 369	-29
ALL ROUTES	2 117 106	1 553 164	563 942	1 959 594	1 472 340	487 254	8

London includes Heathrow, Gatwick and Stansted.

S.E. England includes London, Luton, Lydd and Southend.

N. England comprises the airports in England north of a line from the Mersey to the Humber (Manchester, Liverpool, Blackpool, Newcastle, Leeds/Bradford and Tees-side).

Glasgow includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of the line of 49° latitude.

(b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.

(c) North Africa includes Algeria, Libya, Morocco and Tunisia.

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

(f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.

(g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London – Other Italy.

(h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

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 their ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e., the aircraft's ultimate origin or destination. This has been the practice since the 1 January 1976 — before this date missing information was replaced by estimates made by the authority. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by government departments.

Domestic Passengers by Main Routes for February 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	22 099	17 373	27.2
	Belfast	41 394	34 807	18.9
	Birmingham	8 743	8 808	-0.7
	Channel Islands	24 164	24 706	-2.2
	Edinburgh	51 057	43 449	17.5
	Glasgow	68 739	62 094	10.7
	Manchester	38 565	31 973	20.6
	Newcastle	19 571	17 737	10.3
	Tees-side	10 921	11 064	-1.3
	Other airports	25 884	22 872	13.2
Belfast	Birmingham	4 786	4 697	1.9
	East Midlands	2 378	2 158	10.2
	Edinburgh	1 257	1 315	-4.4
	Glasgow	6 538	5 852	11.7
	Isle of Man	601	640	-6.1
	Manchester	9 750	9 740	0.1
	Newcastle	1 142	737	55.0
	Other airports	7 092	4 669	51.9
Channel Islands	Bristol/Glamorgan	1 198	1 247	-3.9
	Glasgow	—	—	—
	Leeds/Bradford	1	2	-50.0
	Liverpool	14	4	250.0
	Manchester	1 401	1 311	6.9
	Other airports	15 353	16 695	-8.0
Edinburgh	Manchester	4 136	3 834	7.9
	Other airports	8 748	8 748	—
Glasgow	Birmingham	4 213	4 505	-6.5
	East Midlands	3 564	3 753	-5.0
	Isle of Man	480	443	8.4
	Manchester	6 180	5 444	13.5
	Other Scottish airports	20 211	19 742	2.4
	Other airports	5 812	3 892	49.3
Isle of Man	Manchester	3 296	2 115	55.8
	Newcastle	—	—	—
	Other airports	6 502	6 636	-2.0
Penzance	Isles of Scilly	1 518	1 667	-8.9
Other Routes		25 543	43 063	-40.7
TOTAL		452 851	427 792	5.9

(a) Heathrow, Gatwick and Stansted.

Traffic counted in either direction.

The figures show the uplift and discharge of passengers according to the destination and origin of the route. Because of the method of collection of this information there are discrepancies between the reports received from airports on a route, particularly in the case of multi-sector flights. In most cases, however, the discrepancies are small, but in a few cases the figures include an estimated component.

Cargo February 1979

Table 21

Comparison with a Year Earlier

	International						Domestic						1979			1978			Percentage change			
	Scheduled			Charter			Scheduled			Charter			Total			Total			Passenger			
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	
London Area Airports																						
+ Gatwick	1 504		196	61		6 992		243		284		152		1 808		7 624		1 128		8 435	60.3	-9.6
+ Heathrow	21 666		17 783			399		397		567				22 063		18 749		20 245		15 895	9.0	18.0
+ Luton			15			45						1		46		649		146		274	-68.5	136.9
+ Southend	322					408		2				27		759				560			35.5	
+ Stansted						1 262						10		164		1 272		284		1 767	-42.3	-28.0
TOTAL (London Area)	23 492		17 994	678		9 268		642		851		28		24 840		28 294		22 363		26 371	11.1	7.3
Westland Heliport (Battersea)																						
Other UK Airports																						
+ Aberdeen	41			243		36		185				77		546		66		417		22	30.9	200.0
+ Belfast	7					32		370		95				377		702		358		613	5.3	14.5
+ Benbecula								11						11				14			-21.4	
+ Birmingham	167			2		8		40						209		8		238			-12.2	
+ Blackpool	4							20		1		54		78		245		33		191	136.4	28.3
+ Bournemouth						7		13		561				13		568		2		554	550.0	2.5
+ Bristol	26					19		7						33		19		40			-17.5	
+ Cambridge				28										28				18			56.6	
+ Cardiff	10					19		6						16		20		14			14.3	
+ Coventry						23										27				4		575.0
+ East Midlands	44		51			410		52				1		97		491		92		245	5.4	100.4
+ Edinburgh	23							87		6				110		6		85			29.4	
+ Exeter	5					47		17						22		47		21			4.8	
+ Glasgow	217		530			26		239		561		10		466		1 117		381		899	22.3	24.2
+ Gloucester/Cheltenham																						
+ Hawarden																						
+ Humberside	1					1		1						2		1						
+ Inverness								29						29				31			-6.6	
+ Islay								7						7				6			16.7	
+ Isle of Man	1							99		105				100		105		83		108	20.6	-2.8
+ Isles of Scilly								8						8				6			33.3	
+ Kirkwall								39						39		1		44			-11.4	
+ Leeds/Bradford	11							15						26				24			8.3	
+ Liverpool	50		83	23		165		64						137		667		51		383	168.6	74.2
+ Lydd			243													243				294		-17.3
+ Manchester	564		1 843			134		182		3				746		1 980		697		2 145	7.0	-7.7
+ Manston																						
+ Newcastle	42							35						77				52			48.1	
+ Norwich	24							13						37		1		37				
+ Penzance Heliport								8						15				6			150.0	
+ Prestwick	128		947			159		8		113				136		1 228		109		1 364	24.8	-9.3
+ Southampton	9					29		77		4				86		33		83		7	3.6	371.4
+ Stornoway								39				1		40		1		33			21.2	
+ Sumburgh	xx		xx	xx		xx		xx		xx		xx		xx		xx		145		14		
+ Swansea																						
+ Tees-side	3					128		26						29		131		28			3.6	
+ Tiree								1						1				1				
+ Wick								6						6				8		1	-25.0	
TOTAL (Incl. London Area)	24 869		21 691	974		10 511		2 346		2 300		178		28 367		36 001		25 520		33 205	11.2	8.4
Channel Islands Airports																						
+ Alderney														24				19			26.3	
+ Guernsey														605				584			3.6	
+ Jersey														542				657			-17.5	
TOTAL (Channel Is. Airports)														1 171				1 260			-7.1	
xx not supplied																						

All Scheduled Services February 1979

Table 22.1

	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)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	18 268	15 106	29 961	993 055	4 001 420	2 315 661	57.9	12 799	480 640	276 412	12 109	50 802	213 501	57.5
British Airways Helicopters	6	92	32	1 384	180	84	47.0	10	11	8	—	—	7	65.9
British Caledonian Airways	2 663	2 782	4 553	93 444	427 534	180 973	42.3	1 830	53 878	23 382	624	6 427	16 331	43.4
Air Anglia	659	1 873	1 857	22 015	26 661	9 798	36.7	119	2 713	1 042	—	62	980	38.4
Air Wales	51	134	174	733	679	308	45.4	—	49	25	—	1	24	50.2
Air Westward	94	215	376	845	922	365	39.6	—	80	31	—	—	31	38.8
Aurigny Air Services	55	1 083	274	10 044	773	490	63.4	72	73	43	—	3	39	58.5
British Island Airways	392	1 539	1 539	28 580	19 816	6 645	33.5	472	1 822	702	—	137	564	38.5
British Midland Airways	452	1 532	1 492	44 853	33 680	13 984	41.5	284	2 819	1 189	2	96	1 091	42.2
Brymon Airways	75	309	333	3 329	2 258	992	43.9	2	212	80	—	1	79	37.6
Burnthills Aviation	4	36	24	63	16	7	43.8	—	3	1	—	—	1	17.4
Dan-Air Services	314	1 002	971	19 067	20 875	8 231	39.4	30	1 772	713	—	15	697	40.2
Haywards Aviation	5	36	25	62	41	9	22.0	2	4	1	—	—	1	18.9
Intra Airways	2	32	16	566	81	40	49.1	2	7	3	—	—	3	46.5
Laker Airways	805	112	1 082	12 984	138 214	88 886	64.3	—	14 022	7 111	—	—	7 111	50.7
Loganair	110	1 380	571	6 481	1 160	633	54.6	—	106	57	—	—	57	53.8
TOTAL Passenger Services	23 954	27 263	43 278	1 237 505	4 674 308	2 627 106	56.2	15 621	558 212	310 797	12 736	57 545	240 516	55.7
Cargo Services														
British Airways	1 102	641	1 643	—	—	—	—	4 964	27 438	18 117	205	17 912	—	66.0
British Caledonian Airways	102	67	154	—	—	—	—	541	3 164	1 727	194	1 534	—	54.6
Air Freight	13	59	58	—	—	—	—	205	54	45	—	45	—	82.2
Air-Bridge Carriers	14	84	56	—	—	—	—	256	73	42	—	42	—	58.5
British Island Airways	54	225	206	—	—	—	—	554	248	126	23	103	—	50.6
TOTAL Cargo Services	1 284	1 076	2 117	—	—	—	—	6 520	30 977	20 057	421	19 635	—	64.7
GRAND TOTAL	25 238	28 339	45 395	1 237 505	4 674 308	2 627 106	56.2	22 141	589 189	330 855	13 157	77 180	240 516	56.2

International Scheduled Services February 1979

Table 22.2

	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)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	16 280	9 846	24 390	709 912	3 795 151	2 193 530	57.8	11 817	461 407	265 736	12 026	50 523	203 187	57.6
British Caledonian Airways	2 292	1 542	3 535	59 675	396 791	166 064	41.9	1 432	50 884	22 046	619	6 358	15 069	43.3
Air Anglia	414	798	1 013	12 841	20 294	6 584	32.4	94	2 061	711	—	53	658	34.5
Air Wales	37	68	119	463	560	254	45.4	—	40	20	—	1	20	51.4
Air Westward	49	94	190	323	473	170	35.9	—	41	14	—	—	14	34.1
Aurigny Air Services	55	1 083	274	10 044	773	490	63.4	72	73	43	—	3	39	58.5
British Island Airways	302	1 028	1 161	16 611	15 309	4 477	29.2	383	1 407	502	—	122	380	35.7
British Midland Airways	104	271	344	6 271	7 591	2 382	31.4	41	584	203	—	17	186	34.7
Brymon Airways	13	64	61	244	266	64	23.9	1	23	5	—	—	5	22.9
Dan-Air Services	195	428	542	8 897	13 783	4 789	34.7	18	1 170	417	—	10	407	35.6
Haywards Aviation	5	36	25	62	41	9	22.0	2	4	1	—	—	1	18.9
Intra Airways	2	32	16	566	81	40	49.1	2	7	3	—	—	3	46.5
Laker Airways	805	112	1 082	12 984	138 214	88 886	64.3	—	14 022	7 111	—	—	7 111	50.7
TOTAL Passenger Services	20 554	15 402	32 751	838 893	4 389 325	2 467 738	56.2	13 861	531 722	296 811	12 646	57 086	227 079	55.8
Cargo Services														
British Airways	1 075	592	1 581					4 415	26 936	17 813	204	17 608		66.1
British Caledonian Airways	80	29	109					298	2 985	1 592	58	1 534		53.3
Air Freight	13	59	58					205	54	45	—	45		82.2
British Island Airways	4	8	13					16	18	7	—	7		38.9
TOTAL Cargo Services	1 172	688	1 760					4 934	29 992	19 456	262	19 194		64.9
GRAND TOTAL	21 726	16 090	34 511	838 893	4 389 325	2 467 738	56.2	18 794	561 714	326 267	12 908	76 280	227 079	56.3

Domestic Scheduled Services February 1979

Table 22.3

	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)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	1 988	5 260	5 571	283 143	206 269	122 131	59.2	983	19 233	10 676	83	280	10 314	55.5
British Airways Helicopters	6	92	32	1 384	180	84	47.0	10	11	8	—	—	7	65.9
British Caledonian Airways	371	1 240	1 018	33 769	30 743	14 909	48.5	398	2 995	1 336	5	69	1 262	44.6
Air Anglia	245	1 075	844	9 174	6 367	3 214	50.5	25	652	331	—	10	321	50.8
Air Wales	13	66	55	270	119	54	45.5	—	10	4	—	—	4	45.5
Air Westward	45	121	186	522	449	195	43.4	—	39	17	—	—	17	43.6
British Island Airways	90	511	378	11 969	4 508	2 168	48.1	88	415	200	—	15	184	48.1
British Midland Airways	348	1 261	1 147	38 582	26 089	11 602	44.5	243	2 236	986	2	78	905	44.1
Brymon Airways	62	245	273	3 085	1 992	928	46.6	2	190	75	—	—	74	39.3
Burnhills Aviation	4	36	24	63	16	7	43.8	—	3	1	—	—	1	17.4
Dan-Air Services	118	574	429	10 170	7 092	3 442	48.5	13	602	296	—	5	291	49.1
Loganair	110	1 380	571	6 481	1 160	633	54.6	—	106	57	—	—	57	53.8
TOTAL Passenger Services	3 401	11 861	10 527	398 612	284 983	159 368	55.9	1 760	26 490	13 986	91	458	13 437	52.8
Cargo Services														
British Airways	27	49	63					550	502	304	1	303		60.6
British Caledonian Airways	22	38	45					243	179	135	135	—		75.5
Air-Bridge Carriers	14	84	56					256	73	42	—	42		58.5
British Island Airways	50	217	193					538	230	119	23	96		51.5
TOTAL Cargo Services	112	388	356					1 586	984	601	159	442		61.0
GRAND TOTAL	3 513	12 249	10 883	398 612	284 983	159 368	55.9	3 346	27 474	14 587	250	900	13 437	53.1

All Non-scheduled Services February 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	321	271	619	10 399	31 666	20 946	66.1	950	4 966	3 011	1 140	1 872	60.6
British Airtours	722	322	1 048	43 357	136 490	96 876	71.0	—	12 421	8 433	—	8 433	67.9
British Airways Helicopters	365	2 234	1 820	21 843	7 868	3 724	47.3	184	769	331	33	298	43.0
British Caledonian Airways	696	394	1 091	21 094	29 142	20 337	69.8	2 395	18 319	11 962	10 210	1 752	65.3
Air Anglia	32	104	104	229	210	81	38.6	—	23	7	—	7	30.7
Air Freight	24	74	112	585	430	240	55.9	62	81	48	30	18	58.7
Air-Bridge Carriers	56	111	161	—	—	—	—	622	846	359	359	—	42.4
Alidair	82	216	255	5 144	4 937	1 885	38.2	28	508	243	99	143	47.7
Bristow Helicopters	531	3 151	3 075	25 374	9 141	4 875	53.3	182	777	473	35	438	60.9
Britannia Airways	2 754	1 588	4 353	189 919	360 587	333 538	92.5	5	30 664	28 357	3	28 354	92.5
British Air Ferries	71	150	266	666	955	320	33.6	136	387	113	84	29	29.2
British Executive Air Services	44	2 010	295	6 208	484	136	28.1	34	44	13	1	12	29.5
British Island Airways	164	352	508	4 530	4 613	3 323	72.0	440	926	503	217	285	54.3
British Midland Airways	646	517	1 051	26 322	72 267	35 844	49.6	20	18 308	7 466	4 671	2 795	40.8
Dan-Air Services	3 078	2 572	5 651	192 702	357 311	294 305	82.4	51	28 642	23 604	17	23 586	82.4
Express Air Services C.I.	30	155	119	234	161	151	93.8	515	157	107	96	11	67.9
General Aviation Services	22	46	106	—	—	—	—	27	80	20	20	—	25.4
I.A.S. Cargo Airlines	972	322	1 383	—	—	—	—	3 236	38 963	26 874	26 874	—	69.0
Intra Airways	13	37	44	400	245	221	90.0	120	72	64	47	17	87.7
Invicta International Airlines	63	60	145	—	—	—	—	367	1 021	388	388	—	38.0
Laker Airways	1 045	441	1 649	43 064	168 332	109 767	65.2	—	16 474	8 784	—	8 784	53.3
Loganair	120	524	532	2 725	1 608	753	46.8	—	146	68	—	68	46.6
Management Aviation	60	957	295	2 936	324	203	62.7	47	29	18	2	16	62.1
Monarch Airlines	627	419	1 102	46 073	92 788	76 848	82.8	—	9 057	6 969	—	6 969	76.9
North Scottish Helicopters	137	2 162	689	6 678	768	467	60.8	—	54	34	—	34	63.0
Pelican Air Transport	214	73	293	—	—	—	—	843	8 990	6 447	6 447	—	71.7
Redcoat Air Cargo	119	74	261	—	—	—	—	440	2 090	1 343	1 343	—	64.2
Scimitar Airlines	103	37	147	—	—	—	—	471	4 068	2 731	2 731	—	67.1
Southern Int-Air Transport	23	112	77	2 974	1 778	654	36.8	—	152	52	—	52	34.2
Tradewinds Airways	524	204	831	—	—	—	—	2 262	19 573	11 898	11 898	—	60.8
Transmeridian Air Cargo	498	201	934	—	—	—	—	1 629	16 069	10 048	10 048	—	62.5
TOTAL	14 157	19 890	29 014	653 456	1 282 102	1 005 495	78.4	15 076	234 677	160 765	76 793	83 972	68.5
Class 5A Licence TOTAL	410	400	759	19 017	57 043	32 348	56.7	..	6 619	4 015	1 173	2 842	60.7
TOTAL Excludes 5A Licence	13 747	19 490	28 255	634 439	1 225 059	973 147	79.4	15 076	228 058	156 750	75 620	81 130	68.7

* Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services February 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	307	224	576	9 494	30 828	20 654	67.0	950	4 899	2 986	1 140	1 847	61.0
British Airways	722	322	1 048	43 357	136 490	96 876	71.0	—	12 421	8 433	—	8 433	67.9
British Airways Helicopters	365	2 234	1 820	21 843	7 868	3 724	47.3	184	769	331	33	298	43.0
British Caledonian Airways	696	394	1 091	21 094	29 142	20 337	69.8	2 395	18 319	11 962	10 210	1 752	65.3
Air Anglia	11	20	33	54	69	36	51.9	—	7	4	—	4	48.2
Air Freight	10	38	50	—	—	—	—	60	44	29	29	—	66.6
Air-Bridge Carriers	35	36	86	—	—	—	—	251	596	259	259	—	43.4
Alidair	45	103	148	2 048	2 780	863	31.0	9	293	158	92	66	54.1
Bristow Helicopters	531	3 151	3 075	25 374	9 141	4 875	53.3	182	777	473	35	438	60.9
Britannia Airways	2 754	1 588	4 353	189 919	360 587	333 538	92.6	5	30 664	28 357	3	28 354	92.6
British Air Ferries	67	134	249	547	892	293	32.9	129	368	107	80	27	29.1
British Executive Air Services	44	2 010	295	6 208	484	136	28.1	34	44	13	1	12	29.5
British Island Airways	104	212	312	3 198	3 648	2 880	79.0	250	621	370	126	244	59.6
British Midland Airways	589	301	881	20 336	67 383	34 252	50.8	—	17 845	7 337	4 666	2 671	41.1
Dan-Air Services	2 802	1 892	4 698	174 010	345 158	286 384	83.0	2	27 608	22 914	1	22 913	83.0
Express Air Services C.I.	—	1	—	—	—	—	—	4	—	—	—	—	86.5
General Aviation Services	18	29	84	—	—	—	—	26	64	19	19	—	29.7
I.A.S. Cargo Airlines	972	322	1 383	—	—	—	—	3 236	38 963	26 874	26 874	—	69.0
Intra Airways	1	5	5	144	74	73	98.6	9	7	6	1	6	90.1
Invicta International Airlines	63	60	145	—	—	—	—	367	1 021	388	388	—	38.0
Laker Airways	1 045	441	1 649	43 064	168 332	109 767	65.2	—	16 474	8 784	—	8 784	53.3
Management Aviation	60	957	295	2 936	324	203	62.7	47	29	18	2	16	62.1
Monarch Airlines	627	419	1 102	46 073	92 788	76 848	82.8	—	9 057	6 969	—	6 969	76.9
North Scottish Helicopters	137	2 162	689	6 678	768	467	60.8	—	54	34	—	34	63.0
Pelican Air Transport	214	73	293	—	—	—	—	843	8 990	6 447	6 447	—	71.7
Redcoat Air Cargo	119	74	261	—	—	—	—	440	2 090	1 343	1 343	—	64.2
Scimitar Airlines	103	37	147	—	—	—	—	471	4 068	2 731	2 731	—	67.1
Southern Int-Air Transport	22	111	76	2 950	1 717	634	36.9	—	148	50	—	50	33.8
Tradewinds Airways	524	204	831	—	—	—	—	2 262	19 573	11 898	11 898	—	60.8
Transmeridian Air Cargo	498	201	934	—	—	—	—	1 629	16 069	10 048	10 048	—	62.6
TOTAL	13 486	17 755	26 606	619 327	1 258 471	992 839	78.9	13 797	231 883	159 342	76 427	82 916	68.7
Class 5A Licence TOTAL	392	344	695	17 427	55 856	31 734	56.8	..	6 508	3 960	1 172	2 788	60.8
TOTAL Excludes 5A Licence	13 094	17 411	25 910	601 900	1 202 615	961 105	79.9	13 797	225 375	155 382	75 255	80 127	68.9

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services February 1979

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	13	47	43	905	838	293	34.9	—	68	25	—	25	37.3
Air Anglia	22	84	71	175	141	45	32.1	—	15	3	—	3	22.3
Air Freight	13	36	63	585	430	240	55.9	1	38	19	1	18	49.5
Air-Bridge Carriers	20	75	75	—	—	—	—	370	250	100	100	—	39.9
Alidair	36	113	107	3 096	2 157	1 022	47.4	18	216	84	7	77	39.1
British Air Ferries	4	16	17	119	63	27	43.6	6	18	6	3	3	31.4
British Island Airways	60	140	196	1 332	965	443	45.9	189	305	132	91	41	43.3
British Midland Airways	57	216	170	5 986	4 884	1 592	32.6	20	463	129	5	124	27.9
Dan-Air Services	276	680	953	18 692	12 153	7 921	65.2	48	1 034	689	16	673	66.7
Express Air Services C.I.	30	154	119	234	161	151	93.8	510	157	106	95	11	67.9
General Aviation Services	4	17	22	—	—	—	—	1	16	1	1	—	7.7
Intra Airways	12	32	40	256	171	148	86.2	111	66	57	46	11	87.4
Loganair	120	524	532	2 725	1 608	753	46.8	—	146	68	—	68	46.6
Southern Int-Air Transport	1	1	2	24	61	20	32.8	—	4	2	—	2	50.0
TOTAL	671	2 135	2 408	34 129	23 631	12 656	53.6	1 278	2 794	1 423	366	1 057	50.9
Class 5A Licence TOTAL	18	56	64	1 590	1 187	614	51.7	..	111	55	1	54	49.5
TOTAL Excludes 5A Licence	653	2 079	2 344	32 539	22 444	12 042	53.7	1 278	2 683	1 368	365	1 003	50.8

* Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations February 1979

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
Laker Airways	143	21	190	1 944	937	35 465	18 843	53.1	3 582	1 508	42.1
TOTAL	143	21	190	1 944	937	35 465	18 843	53.1	3 582	1 508	42.1

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers February 1979

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways	80	52	128	5 345	13 902	12 202	87.8	1 369	1 101	80.4	—	—
British Airtours	309	172	466	27 944	58 366	50 252	86.1	5 312	4 305	81.1	—	—
British Caledonian Airways	221	225	411	19 246	25 146	18 964	75.4	2 361	1 634	69.2	—	—
Britannia Airways	2 669	1 471	4 206	177 725	349 636	324 795	92.9	29 727	27 611	92.9	—	—
British Island Airways	41	42	78	2 980	3 577	2 816	78.7	327	239	72.9	—	—
Dan-Air Services	2 291	1 663	3 900	156 175	277 945	233 346	84.0	22 229	18 665	84.0	—	—
Intra Airways	1	2	3	144	74	73	98.6	6	6	90.0	—	—
Laker Airways	519	268	784	29 378	73 772	57 472	77.9	7 077	4 599	65.0	—	—
Monarch Airlines	516	331	911	38 450	78 027	66 865	85.7	7 611	6 064	79.7	—	—
TOTAL International Services	6 647	4 226	10 888	457 387	880 444	766 782	87.1	76 020	64 222	84.5	—	—
Domestic Services NIL												
GRAND TOTAL	6 647	4 226	10 888	457 387	880 444	766 782	87.1	76 020	64 222	84.5	—	—

All Class 4 Licence Operations February 1979

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	29	7	42	—	636	5 358	2 677	50.0	497	239	48.1
British Airtours	23	6	31	—	342	4 274	3 651	85.4	389	330	84.8
British Caledonian Airways	16	28	36	—	1 604	1 708	935	54.8	159	81	50.6
Britannia Airways	25	23	43	—	2 163	3 190	2 314	72.6	271	197	72.5
Dan-Air Services	448	172	659	—	14 724	60 474	49 190	81.3	4 837	3 938	81.4
Intra Airways	3	5	7	—	256	171	148	86.2	14	11	78.2
Laker Airways	132	84	241	—	5 643	11 786	9 655	81.9	1 059	772	72.9
Monarch Airlines	79	70	142	—	6 540	9 628	7 521	78.1	946	682	72.1
TOTAL	755	395	1 201	—	31 908	96 589	76 092	78.8	8 173	6 249	76.5

International Class 4 Licence Operations February 1979

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	29	7	42	—	636	5 358	2 677	50.0	497	239	48.1
British Airtours	23	6	31	—	342	4 274	3 651	85.4	389	330	84.8
British Caledonian Airways	16	28	36	—	1 604	1 708	935	54.8	159	81	50.6
Britannia Airways	25	23	43	—	2 163	3 190	2 314	72.6	271	197	72.5
Dan-Air Services	448	172	659	—	14 724	60 474	49 190	81.3	4 837	3 938	81.4
Laker Airways	132	84	241	—	5 643	11 786	9 655	81.9	1 059	772	72.9
Monarch Airlines	79	70	142	—	6 540	9 628	7 521	78.1	946	682	72.1
TOTAL	753	390	1 194	—	31 652	96 417	75 944	78.8	8 159	6 238	76.5

Domestic Class 4 Licence Operations February 1979

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Intra Airways	3	5	7	—	256	171	148	86.2	14	11	78.2
TOTAL	3	5	7	—	256	171	148	86.2	14	11	78.2

All Class 6 Licence Operations February 1979

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	14	10	41	130	246	209	84.9
British Caledonian Airways	221	58	302	896	7 182	4 764	66.3
Air Freight	3	17	15	58	16	12	72.7
Air-Bridge Carriers	55	110	159	622	826	343	41.5
British Air Ferries	16	29	70	74	132	42	31.9
British Island Airways	47	120	175	266	220	99	45.2
Dan-Air Services	—	1	1	2	—	—	58.5
Express Air Services C.I	26	147	104	501	135	88	65.4
I.A.S. Cargo Airlines	397	126	538	1 816	15 680	13 287	84.7
Invicta International Airlines	63	60	145	367	1 021	388	38.0
Pelican Air Transport	214	73	293	844	8 990	6 447	71.7
Redcoat Air Cargo	114	72	251	441	1 994	1 292	64.8
Scimitar Airlines	103	37	147	472	4 068	2 731	67.1
Tradewinds Airways	481	191	773	2 230	17 769	10 687	60.1
Transmeridian Air Cargo	417	174	762	1 495	13 988	9 252	66.1
TOTAL	2 170	1 225	3 775	10 214	72 269	49 640	68.7

International Class 6 Licence Operations February 1979

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	14	10	41	130	246	209	84.9
British Caledonian Airways	221	58	302	896	7 182	4 764	66.3
Air Freight	3	17	15	58	16	12	72.7
Air-Bridge Carriers	34	35	84	252	576	243	42.2
British Air Ferries	16	29	70	74	132	42	31.9
British Island Airways	42	112	160	251	199	90	45.4
Express Air Services C.I	—	1	—	5	—	—	86.5
I.A.S. Cargo Airlines	397	126	538	1 816	15 680	13 287	84.7
Invicta International Airlines	63	60	145	367	1 021	388	38.0
Pelican Air Transport	214	73	293	844	8 990	6 447	71.7
Redcoat Air Cargo	114	72	251	441	1 994	1 292	64.8
Scimitar Airlines	103	37	147	472	4 068	2 731	67.1
Tradewinds Airways	481	191	773	2 230	17 769	10 687	60.1
Transmeridian Air Cargo	417	174	762	1 495	13 988	9 252	66.1
TOTAL	2 119	995	3 581	9 329	71 863	49 443	68.8

Domestic Class 6 Licence Operations February 1979

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	20	75	75	370	250	100	39.9
British Island Airways	5	8	15	16	21	9	42.9
Dan-Air Services	—	1	1	2	—	—	58.5
Express Air Services C.I	26	146	103	496	134	88	65.4
TOTAL	51	230	194	885	406	197	48.5

All Class 7 Licence Operations February 1979

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	13	6	14	333	1 331	1 041	78.2	—	136	99	—	99	73.1
British Airways Helicopters	365	2 234	1 820	21 843	7 868	3 724	47.3	185	769	331	33	298	43.0
Bristow Helicopters	531	3 151	3 075	25 374	9 141	4 875	53.3	183	777	473	35	438	60.9
British Executive Air Services	44	2 010	295	6 208	484	136	28.1	34	44	13	1	12	29.5
Management Aviation	60	957	295	2 936	324	203	62.7	48	29	18	2	16	62.1
North Scottish Helicopters	137	2 162	689	6 678	768	467	60.8	—	54	34	—	34	63.0
Tradewinds Airways	6	2	9	—	—	—	—	33	266	187	187	—	70.4
TOTAL	1 157	10 522	6 195	63 372	19 916	10 446	52.4	482	2 074	1 155	258	897	55.7

International Class 7 Licence Operations February 1979

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	13	6	14	333	1 331	1 041	78.2	—	136	99	—	99	73.1
British Airways Helicopters	365	2 234	1 820	21 843	7 868	3 724	47.3	185	769	331	33	298	43.0
Bristow Helicopters	531	3 151	3 075	25 374	9 141	4 875	53.3	183	777	473	35	438	60.9
British Executive Air Services	44	2 010	295	6 208	484	136	28.1	34	44	13	1	12	29.5
Management Aviation	60	957	295	2 936	324	203	62.7	48	29	18	2	16	62.1
North Scottish Helicopters	137	2 162	689	6 678	768	467	60.8	—	54	34	—	34	63.0
Tradewinds Airways	6	2	9	—	—	—	—	33	266	187	187	—	70.4
TOTAL	1 157	10 522	6 195	63 372	19 916	10 446	52.4	482	2 074	1 155	258	897	55.7

Domestic Class 7 Licence—Nil February 1979

Table 28.3

All Exempt Operations February 1979

Table 29.1

	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	142	172	330	2 648	6 717	2 517	37.5	821	2 282	1 106	891	215	48.5
British Airtours	22	5	29	376	4 149	4 127	99.5	—	378	366	—	366	96.8
British Caledonian Airways	215	75	311	244	2 288	438	19.2	1 500	7 879	4 886	4 848	38	62.0
Air Anglia	32	104	104	229	210	81	38.6	—	23	7	—	7	30.7
Air Freight	14	38	66	585	430	240	55.9	4	40	20	2	18	49.7
Alidair	51	136	148	3 481	3 002	1 212	40.4	29	300	108	15	92	35.9
Britannia Airways	60	94	104	10 031	7 761	6 429	82.8	6	666	550	3	547	82.6
British Air Ferries	55	121	196	666	905	320	35.4	62	255	71	42	29	27.7
British Island Airways	43	89	136	84	34	28	84.0	174	198	84	82	2	42.7
British Midland Airways	58	217	172	6 041	4 960	1 649	33.3	20	469	134	5	129	28.5
Dan-Air Services	335	732	1 083	21 663	18 415	11 538	62.7	49	1 537	980	16	965	63.8
Express Air Services C.I.	2	3	6	—	—	—	—	14	8	8	8	—	91.0
General Aviation Services	20	37	92	—	—	—	—	28	72	18	18	—	25.4
I.A.S. Cargo Airlines	344	131	490	—	—	—	—	1 420	13 237	7 828	7 828	—	59.1
Intra Airways	10	30	34	—	—	—	—	120	52	47	47	—	90.0
Loganair	120	524	532	2 725	1 608	753	46.8	—	146	68	—	68	46.6
Monarch Airlines	24	14	38	837	4 004	1 658	41.4	—	389	150	—	150	38.6
Transmeridian Air Cargo	77	26	162	—	—	—	—	135	1 954	720	720	—	36.8
TOTAL	1 625	2 548	4 032	49 610	54 482	30 991	56.9	4 380	29 885	17 150	14 525	2 625	57.4

International Exempt Operations February 1979

Table 29.2

	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	128	125	287	1 743	5 879	2 224	37.8	821	2 215	1 081	891	190	48.8
British Airtours	22	5	29	376	4 149	4 127	99.5	—	378	366	—	366	96.8
British Caledonian Airways	215	75	311	244	2 288	438	19.2	1 500	7 879	4 886	4 848	38	62.0
Air Anglia	11	20	33	54	69	36	51.9	—	7	4	—	4	48.2
Air Freight	1	2	4	—	—	—	—	3	3	1	1	—	52.5
Alldair	14	23	42	385	845	190	22.5	10	85	23	8	15	27.6
Britannia Airways	60	94	104	10 031	7 761	6 429	82.8	6	666	550	3	547	82.6
British Air Ferries	51	105	179	547	842	293	34.8	55	237	65	38	27	27.5
British Island Airways	1	2	3	84	34	28	84.0	—	3	2	—	2	76.1
British Midland Airways	1	1	2	55	76	57	75.3	—	6	5	—	5	74.1
Dan-Air Services	59	53	130	2 971	6 267	3 617	57.7	2	504	291	—	291	57.8
General Aviation Services	17	25	75	—	—	—	—	27	60	18	18	—	30.0
I.A.S. Cargo Airlines	344	131	490	—	—	—	—	1 420	13 237	7 828	7 828	—	59.1
Intra Airways	—	3	1	—	—	—	—	9	1	1	1	—	90.9
Monarch Airlines	24	14	38	837	4 004	1 658	41.4	—	389	150	—	150	38.6
Transmeridian Air Cargo	77	26	162	—	—	—	—	135	1 954	720	720	—	36.8
TOTAL	1 026	704	1 889	17 327	32 214	19 097	59.3	3 987	27 622	15 990	14 357	1 633	57.9

Domestic Exempt Operations February 1979

Table 29.3

	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	13	47	43	905	838	293	34.9	—	68	25	—	25	37.3
Air Anglia	22	84	71	175	141	45	32.1	—	15	3	—	3	22.3
Air Freight	13	36	63	585	430	240	55.9	1	38	19	1	18	49.5
Alldair	36	113	107	3 096	2 157	1 022	47.4	19	216	84	7	77	39.1
British Air Ferries	4	16	17	119	63	27	43.6	7	18	6	3	3	31.4
British Island Airways	42	87	134	—	—	—	—	174	195	82	82	—	42.2
British Midland Airways	57	216	170	5 986	4 884	1 592	32.6	20	463	129	5	124	27.9
Dan-Air Services	276	679	953	18 692	12 148	7 921	65.2	46	1 034	689	16	673	66.7
Express Air Services C.I.	2	3	6	—	—	—	—	14	8	8	8	—	91.0
General Aviation Services	3	12	17	—	—	—	—	1	12	—	—	—	1.7
Intra Airways	10	27	32	—	—	—	—	111	52	46	46	—	90.0
Loganair	120	524	532	2 725	1 608	753	46.8	—	146	68	—	68	46.6
TOTAL	599	1 844	2 143	32 283	22 268	11 894	53.4	393	2 263	1 160	168	992	51.3

Class 5 Operations for UK Operators February 1979

Table 30.1

	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)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	42	24	65	1 437	4 358	2 509	57.6	..	436	258	21	19	218	59.2
British Airtours	250	99	364	10 895	47 236	27 554	58.3	..	4 299	2 439	—	—	2 439	56.7
British Caledonian Airways	23	8	31	—	—	—	—	..	738	597	—	597	—	80.9
Air-Bridge Carriers	1	1	2	—	—	—	—	..	20	16	—	16	—	80.0
Allair	31	80	106	1 663	1 935	673	34.8	..	208	135	—	84	51	64.9
British Island Airways	13	49	52	1 466	1 002	479	47.8	..	97	45	—	1	44	46.4
British Midland Airways	1	3	5	208	101	96	95.0	..	9	8	—	—	8	88.9
Dan-Air Services	4	4	8	140	472	232	49.2	..	38	20	—	1	19	52.6
Express Air Services C.I.	3	5	10	234	161	151	93.8	..	14	11	—	—	11	78.6
General Aviation Services	2	9	14	—	—	—	—	..	8	2	—	2	—	25.0
Redcoat Air Cargo	5	2	11	—	—	—	—	..	96	51	—	51	—	53.1
Southern Int Air Transport	23	112	77	2 974	1 778	654	36.8	..	152	52	—	—	52	34.2
Tradewinds Airways	12	4	16	—	—	—	—	..	504	381	—	381	—	75.6
TOTAL	410	400	759	19 017	57 043	32 348	56.7	..	6 619	4 015	21	1 152	2 842	60.7

Class 5 Operations for Non-UK Operators February 1979

Table 30.2

	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)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	119	40	158	3 800	22 465	11 292	50.3	..	2 044	993	—	—	993	48.6
Air Freight	6	19	31	—	—	—	—	..	25	16	—	16	—	64.0
British Island Airways	20	52	67	—	—	—	—	..	84	35	1	34	—	41.7
British Midland Airways	587	297	875	20 073	67 206	34 099	50.7	..	17 830	7 324	—	4 666	2 658	41.1
I.A.S. Cargo Airlines	231	65	355	—	—	—	—	..	10 046	5 759	—	5 759	—	57.3
Laker Airways	250	68	435	5 162	47 309	23 797	50.3	..	4 756	1 905	—	—	1 905	40.1
Monarch Airlines	7	4	11	246	1 129	805	71.3	..	110	73	—	—	73	66.4
Tradewinds Airways	25	7	33	—	—	—	—	..	1 034	644	—	644	—	62.3
Transmeridian Air Cargo	4	1	9	—	—	—	—	..	126	77	—	77	—	61.1
TOTAL	1 249	553	1 973	29 281	138 109	69 993	50.7	..	36 055	16 826	1	11 196	5 629	46.7

Aircraft Type and Utilisation—All Airlines February 1979

Table 31.1

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	168	685	—	824	—	7 832	1 921	10	3.3
Aviation Traders Carvair	16	—	29	—	70	—	—	2	1.7
Aviation Traders Merchantman	400	—	435	—	732	—	—	6	4.4
AW650 Argosy	26	—	83	—	96	—	—	3	2.1
BAC 111-200	603	1 315	—	1 431	—	46 278	23 993	9	5.7
BAC 111-300/400	1 536	1 627	—	2 733	—	82 270	90 500	20	6.0
BAC 111-500	2 922	4 590	38	6 221	45	293 547	205 252	35	6.4
BAC/Aerospatiale Concorde	614	113	—	628	—	5 775	31 464	5	3.4
Bell 206 Jet Ranger	4	36	—	24	—	63	7	..	..
Bell 212 Twin	68	2 482	—	443	—	8 871	273	10	2.6
Boeing 707-120/120B	65	38	—	101	—	3 893	8 814	1	7.4
Boeing 707-320C/336	4 960	1 047	620	4 143	2 680	68 592	241 964	34	8.1
Boeing 707-420	964	418	—	1 643	—	53 350	119 584	9	6.5
Boeing 720/720B	293	147	—	505	—	19 053	41 254	3	7.4
Boeing 727-100	1 183	556	—	1 751	—	57 853	137 780	8	8.9
Boeing 737-200	2 754	1 588	—	4 352	—	189 919	333 538	18	9.3
Boeing 747-100	4 052	1 073	—	5 387	—	115 327	913 609	18	11.5
Boeing 747-200	1 892	373	—	2 422	—	46 943	474 052	7	12.0
Bristol Britannia 300	182	—	134	—	406	—	—	4	5.4
Britten-Norman Islander	102	1 349	—	475	—	4 262	304	10	1.8
Britten-Norman Trislander	138	1 494	—	707	—	13 234	1 070	14	2.2
Canadair CL 44	472	—	199	—	981	—	—	9	6.1
Cessna 404 Titan	94	215	—	376	—	845	365	..	..
DC3 Dakota/Pionair	55	70	118	81	194	1 208	291	8	2.5
DH 106 Comet 4B/C	281	247	—	521	—	23 150	26 736	7	3.4
DH6 Twin-Otter	100	413	—	452	—	3 295	877	5	4.0
Embraer Bandeirante	37	68	—	119	—	463	254	—	..
Fokker Friendship 100/600	441	1 138	—	1 247	—	16 914	7 582	8	6.6
Hawker Siddeley 121 Trident 1C	419	736	—	904	—	45 099	25 572	11	3.6
Hawker Siddeley 121 Trident 1E	220	426	—	481	—	31 215	16 100	4	6.3
Hawker Siddeley 121 Trident 2E	1 371	1 392	—	2 451	—	78 176	75 766	16	5.1
Hawker Siddeley 121 Trident 3B	1 739	2 593	—	3 645	—	222 208	145 222	25	5.4
HP Herald 100/200	682	1 702	763	1 785	823	31 294	7 616	31	3.6
HS 748	484	1 546	—	1 718	—	33 690	12 786	20	3.7
Lockheed L1011 Tristar	856	491	—	1 330	—	64 990	105 253	9	5.7
MBB BO 105	173	2 957	22	861	4	8 871	517	3	(a) 3.1
McDonnell-Douglas DC10-10	952	169	—	1 287	—	27 143	122 627	4	12.0
McDonnell-Douglas DC8-54F/55F	850	—	277	—	1 212	—	—	6	8.8
McDonnell-Douglas DC9-10 to 40	127	418	—	358	—	15 603	4 903	2	7.5
McDonnell-Douglas DC-10-30	855	194	—	1 089	—	13 638	92 976	2	11.7
Piper PA23 Aztec (and Apache)	—	2	—	1	—	2	—	1	0.7
Piper PA31 Navajo (All Series)	163	790	—	638	—	2 710	634	9	(b) 2.8
Sikorsky S61N	679	3 834	—	3 721	—	37 077	6 554	43	(a) 3.4
Sikorsky S58T	37	354	31	205	8	1 985	195	9	1.3
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 586	837	—	3 582	—	37 447	203 162	15	8.9
Vickers Viscount 700	82	216	—	254	—	5 144	1 885	6	2.3
Vickers Viscount 700D/800/810	990	3 643	13	3 610	19	105 596	30 897	33	4.1
Westland Wessex	33	621	—	235	—	2 870	153	3	3.4
TOTAL	37 722	44 003	2 762	64 741	7 270	1 827 695	3 514 306	516	5.4

Aircraft in service and utilisation:

(a) Excludes North Scottish Helicopters.

(b) Excludes Air Wales.

Aircraft Type and Utilisation—Individual Airlines Table 31.2

February 1979

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Hours Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
British Airways									
HS 748	61	268	—	223	—	6 002	1 542	2	4.4
Vickers Viscount 700D/800/810	585	2 234	—	2 260	—	68 001	19 594	19	4.1
BAC 111-300/400	466	827	—	868	—	31 404	16 640	7	5.1
BAC 111-500	1 291	2 771	—	3 086	—	162 021	70 430	18	5.9
Hawker Siddeley 121 Trident 2E	1 371	1 392	—	2 451	—	78 176	75 766	16	5.1
Aviation Traders Merchantman	371	—	409	—	668	—	—	5	4.4
Hawker Siddeley 121 Trident 1C	419	736	—	904	—	45 099	25 572	11	3.6
Hawker Siddeley 121 Trident 3B	1 739	2 593	—	3 645	—	222 208	145 222	25	5.4
Hawker Siddeley 121 Trident 1E	220	426	—	481	—	31 215	16 100	4	6.3
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 586	837	—	3 582	—	37 447	203 162	15	8.9
Lockheed L1011 Tristar	856	491	—	1 330	—	64 990	105 253	9	5.7
Boeing 707-320C/336	1 759	346	207	1 265	983	24 189	100 714	11	7.6
Boeing 747-100	4 052	1 073	—	5 387	—	115 327	913 609	18	11.5
Boeing 747-200	1 892	373	—	2 422	—	46 943	474 052	7	12.0
BAC/Aerospatiale Concorde	614	113	—	628	—	5 775	31 464	5	3.4
TOTAL	18 283	14 480	616	28 532	1 651	938 797	2 199 122	173	6.4
British Airtours									
Boeing 707-420	964	418	—	1 643	—	53 350	119 585	9	6.5
British Airways Helicopters									
Sikorsky S61N	351	1 974	—	1 742	—	20 976	3 679	24	3.1
Sikorsky S58T	6	73	—	31	—	483	38	2	1.6
Bell 212 Twin	14	279	—	78	—	1 768	91	2	1.4
TOTAL	371	2 326	—	1 851	—	23 227	3 808	28	2.9
British Caledonian Airways									
Piper PA31 Navajo (All Series)	23	130	—	124	—	255	46	2	2.3
BAC 111-200	466	1 095	—	1 137	—	37 066	17 116	7	5.8
BAC 111-500	625	961	38	1 292	45	47 753	34 008	8	6.2
Boeing 707-320C/336	1 475	281	164	1 284	732	12 743	57 041	8	9.6
McDonnell-Douglas DC-10-30	855	194	—	1 089	—	13 638	92 976	2	11.7
Sikorsky S61N	15	380	—	95	—	3 083	123	1	4.1
TOTAL	3 461	3 041	202	5 021	777	114 538	201 310	28	7.1
Air Anglia									
Fokker Friendship 100/600	441	1 138	—	1 247	—	16 914	7 582	8	6.6
Piper PA31 Navajo (All Series)	127	594	—	459	—	2 185	534	7	2.9
TOTAL	568	1 732	—	1 706	—	19 099	8 116	15	4.8
Air Freight									
DC3 Dakota/Pionair	28	36	55	63	73	585	240	4	2.6
Air Wales									
Piper PA31 Navajo (All Series)	13	66	—	55	—	270	54	..	..
Embraer Bandeirante	37	68	—	119	—	463	254	..	..
TOTAL	51	134	—	174	—	733	308	..	..

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
Air Westward									
Cessna 404 Titan	94	215	—	376	—	845	365	..	..
Air-Bridge Carriers									
HP Herald 100/200	14	—	86	—	57	—	—	4	1.5
AW650 Argosy	26	—	83	—	96	—	—	3	2.1
Aviation Traders Merchantman	29	—	26	—	64	—	—	1	4.2
TOTAL	70	—	195	—	217	—	—	8	2.1
Alidair									
Vickers Viscount 700	82	216	—	254	—	5 144	1 885	6	2.3
Aurigny Air Services									
Britten-Norman Trislander	49	964	—	242	—	9 496	461	6	2.1
Britten-Norman Islander	7	119	—	32	—	548	28	2	0.6
TOTAL	55	1 083	—	274	—	10 044	490	8	1.7
Bristow Helicopters									
Sikorsky S61N	301	1 437	—	1 822	—	12 697	2 660	18	3.8
Westland Wessex	33	621	—	235	—	2 870	153	3	3.4
Sikorsky S58T	19	215	—	125	—	1 080	95	5	1.1
Bell 212 Twin	10	193	—	70	—	895	46	1	1.2
Aerospatiale SA330J Puma	168	685	—	824	—	7 832	1 921	10	3.3
TOTAL	531	3 151	—	3 076	—	25 374	4 875	37	3.2
Britannia Airways									
Boeing 737-200	2 754	1 588	—	4 352	—	189 919	333 538	18	9.3
British Air Ferries									
HP Herald 100/200	55	77	44	120	77	666	320	13	2.8
Aviation Traders Carvair	16	—	29	—	70	—	—	2	1.7
TOTAL	71	77	73	120	147	666	320	15	2.6
British Executive Air Services									
Bell 212 Twin	44	2 010	—	295	—	6 208	136	7	3.1
British Island Airways									
HP Herald 100/200	558	1 546	483	1 554	580	28 546	6 660	13	5.4
BAC 111-300/400	51	83	—	113	—	4 564	3 308	3	3.6
TOTAL	609	1 629	483	1 667	580	33 110	9 968	16	5.4
British Midland Airways									
Vickers Viscount 700D/800/810	371	1 292	—	1 264	—	34 278	10 439	9	4.6
McDonnell-Douglas DC9-10 to 40	127	418	—	358	—	15 603	4 903	2	7.5
Boeing 707-320C/336	587	297	—	875	—	20 073	34 099	6	7.0
TOTAL	1 085	2 007	—	2 497	—	69 954	49 441	17	5.7
Brymon Airways									
HP Herald 100/200	25	74	—	101	—	1 848	625	1	3.4
DHC 6 Twin-Otter	50	235	—	233	—	1 481	367	2	4.5
Britten-Norman Islander	—	—	—	—	—	—	—	—	2.0
TOTAL	75	309	—	334	—	3 329	992	3	3.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
Burnthills Aviation									
Bell 206 Jet Ranger	4	36	—	24	—	63	7	..	..
Dan-Air Services									
HS 748	423	1 278	—	1 495	—	27 688	11 244	18	3.7
BAC 111-200	136	220	—	294	—	9 212	6 877	2	5.4
BAC 111-300/400	496	429	—	913	—	26 240	33 550	5	6.6
BAC 111-500	736	624	—	1 347	—	60 646	74 034	6	7.8
DH 106 Comet 4B/C	281	247	—	521	—	23 150	26 736	7	3.4
Boeing 727-100	1 183	556	—	1 751	—	57 853	137 780	8	8.9
Boeing 707-320C/336	79	27	—	114	—	2 744	11 086	1	3.5
TOTAL	3 335	3 381	—	6 435	—	207 533	301 307	47	5.3
Express Air Services (C.I.)									
HP Herald 100/200	30	5	150	10	109	234	11	—	—
General Aviation Services									
DC3 Dakota/Pionair	22	—	46	—	106	—	—	2	2.9
Haywards Aviation									
Britten-Norman Islander	5	34	—	24	—	60	9	1	1.4
Piper PA23 Aztec (and Apache)	—	2	—	1	—	2	—	1	0.7
TOTAL	5	36	—	25	—	62	9	2	1.0
I.A.S. Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	668	—	210	—	953	—	—	4	8.8
Bristol Britannia 300	—	—	—	—	—	—	—	—	6.0
TOTAL	668	—	210	—	953	—	—	4	8.6
Intra Airways									
DC3 Dakota/Pionair	5	34	17	18	15	623	51	2	1.9
Vickers Viscount 700D/800/810	10	5	13	9	19	343	209	3	2.8
TOTAL	16	39	30	27	34	966	260	5	2.5
Invicta International Airlines									
Bristol Britannia 300	63	—	60	—	145	—	—	2	4.3
Laker Airways									
BAC 111-300/400	523	288	—	839	—	20 062	37 001	5	6.9
McDonnell-Douglas DC10-10	952	169	—	1 287	—	27 143	122 627	4	12.0
Boeing 707-320C/336	375	96	—	605	—	8 843	39 024	2	11.1
Boeing 707-138B	—	—	—	—	—	—	—	—	7.6
TOTAL	1 850	553	—	2 731	—	56 048	198 653	11	9.4
Loganair									
Britten-Norman Trislander	90	530	—	465	—	3 738	609	8	2.4
Britten-Norman Islander	91	1 196	—	419	—	3 654	267	7	2.2
DHC 6 Twin-Otter	50	178	—	219	—	1 814	510	3	3.6
TOTAL	230	1 904	—	1 103	—	9 206	1 386	18	2.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
		Passenger	Cargo	Passenger	Cargo				
Management Aviation									
Sikorsky S58T	12	66	31	49	8	422	62	2	1.4
MBB BO 105	48	838	22	234	4	2 514	141	3	3.1
TOTAL	60	904	53	283	12	2 936	203	5	2.5
Monarch Airlines									
BAC 111-500	270	234	—	496	—	23 127	26 780	3	7.6
Boeing 707-120/120B	65	38	—	101	—	3 893	8 814	1	7.4
Boeing 720/720B	293	147	—	505	—	19 053	41 254	3	7.4
TOTAL	627	419	—	1 102	—	46 073	76 848	7	7.5
North Scottish Helicopters									
Sikorsky S61N	12	43	—	62	—	321	91	..	..
MBB BO 105	125	2 119	—	627	—	6 357	376	..	..
TOTAL	137	2 162	—	689	—	6 678	467	..	..
Pelican Air Transport									
Boeing 707-320C/336	214	—	73	—	293	—	—	2	8.7
Redcoat Air Cargo									
Bristol Britannia 300	119	—	74	—	261	—	—	2	6.0
Scimitar Airlines									
Boeing 707-320C/336	103	—	37	—	147	—	—	1	7.8
Southern Int Air Transport									
Vickers Viscount 700D/800/810	23	112	—	77	—	2 974	654	2	2.5
Tradewinds Airways									
Canadair CL 44	156	—	65	—	306	—	—	2	5.4
Boeing 707-320C/336	368	—	139	—	525	—	—	3	7.1
TOTAL	524	—	204	—	831	—	—	5	6.3
Transmeridian Air Cargo									
Canadair CL 44	316	—	134	—	675	—	—	7	6.3
McDonnell-Douglas DC8-54F/55F	182	—	67	—	259	—	—	2	8.6
TOTAL	498	—	201	—	934	—	—	9	6.8
GRAND TOTAL	37 722	44 003	2 762	64 741	7 270	1 827 695	3 514 306	516	5.5

Operations Subject to Variable Charge by Type of Licence February 1979

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo (000)	Passengers (000)	
Chargeable Operations (Own Aircraft)					
Class 1	567 120	317 135	87 486	229 648	55.9
Class 2	3 582	1 508	—	1 508	42.0
Class 3	76 020	64 222	—	64 222	84.4
Class 4	7 697	6 027	—	6 027	78.3
Class 5A	6 601	4 003	1 172	2 831	60.6
Class 6	72 119	49 542	49 542	—	68.6
Class 7	1 930	1 084	257	827	55.9
TOTAL	735 070	443 521	138 456	305 062	60.3
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	31 856	20 688	10 642	10 046	64.9
Exempt Services	18 195	9 310	6 689	2 621	51.1
Class 5B	36 055	16 826	11 197	5 629	46.6
Small Aircraft Operations					
	504	255	6	249	50.5
TOTAL	86 609	47 079	28 534	18 546	54.3
GRAND TOTAL	821 679	490 600	166 990	323 609	59.7

Output by Type of Licence and Aircraft Ownership February 1979

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available		Total (000)
		Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	567 480	1 547	20 161	589 188
Class 2	3 582	—	—	3 582
Class 3	76 020	—	—	76 020
Class 4	7 697	476	—	8 173
Class 6	72 119	137	12	72 269
Class 7	2 074	—	—	2 074
Exempt Services	18 195	8	11 682	29 885
TOTAL	747 168	2 168	31 856	781 191
Class 5A	6 601	18	—	6 619
Class 5B	36 055	—	—	36 055
TOTAL	42 656	18	—	42 674
GRAND TOTAL	789 824	2 186	31 856	823 865

Passenger Analysis by Type of Licence and Fare Category February 1979

Table 34.1

SCHEDULED

		Fare Categories									Total Passengers
		First Class	Normal Economy	Individual travel - Excursion	only fares Apex/Ipex	Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	
Class 1	All	40 887	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 237 505
	International	40 887	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	838 893
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	398 612

NON-SCHEDULED

Table 34.2

Licence Class	Fare Categories					Total Passengers
	ABC	TGC	IT	Other		
Class 2	All	1 944	937	—	—	2 881
	International	1 944	937	—	—	2 881
	Domestic	—	—	—	—	—
Class 3	All	—	—	457 387	—	457 387
	International	—	—	457 387	—	457 387
	Domestic	—	—	—	—	—
Class 4	All	—	—	—	31 908	31 908
	International	—	—	—	31 652	31 652
	Domestic	—	—	—	256	256
Class 7	All	—	—	—	63 372	63 372
	International	—	—	—	63 372	63 372
	Domestic	—	—	—	—	—
Exempt	All	—	—	—	49 610	49 610
	International	—	—	—	17 327	17 327
	Domestic	—	—	—	32 283	32 283
TOTAL NON-SCHEDULED	All	1 944	937	457 387	144 890	605 158
	International	1 944	937	457 387	112 351	572 619
	Domestic	—	—	—	32 539	32 539

(a) Under revision.

Public Transport Air-Taxi Operations

Table 35

Aircraft Name	Oct-Dec 1978	
	No. Flights	A/C Rev Hrs
Aerospatiale Alouette II	2	0-4
Aerospatiale SA-341 G Gazelle	57	70-0
Beagle 206	288	293-2
Beechcraft B55 Baron	151	136-0
Beechcraft B80 Queen Air	264	475-3
Beechcraft B90 King Air	78	121-3
Beech 200 Super King Air	36	53-0
Bell 47G	116	93-3
Bell 206 Jet Ranger	1 679	1 063-0
Britten-Norman Islander	383	442-7
Britten-Norman Trislander	94	128-5
Cessna 150	2	2-0
Cessna 172 Skyhawk	100	50-0
Cessna 180/182	4	5-8
Cessna 206 Super Skywagon	67	13-5
Cessna 210/320	473	333-6
Cessna 401/402/411/413/421	440	407-1
Cessna 404 Titan	188	266-1
Cessna 500 Citation	253	277-9
Dassault Mystere 20/Falcon 20	140	175-6
DH104 Dove	71	95-0
DH114 Heron	341	500-8
DHC 6 Twin-Otter	200	241-5
Ecureil	16	22-0
Embraer Bandeirante	750	1 026-1
Enstrom F28A/280	35	20-4
HS125	2 299	2 551-0
Hughes 269A (300)	50	40-2
Hughes 369 (500)	20	8-1
Jeystream	92	125-0
Partenavia P68B Victor	446	383-1
Piper PA-23 Aztec (and Apache)	6 062	6 692-7
Piper PA-28 (and PA-32) Cherokee	16	8-3
Piper PA-31 Navajo (all Series)	3 528	3 987-0
Piper PA-30/39 Twin Comanche	431	467-6
Piper PA-34-200 Seneca	158	163-6
Ted Smith Aerostar 601P	118	224-5
Travelair	47	49-5
Turbo Commander	15	69-0
ALL OPERATORS TOTAL	19 510	21 083-7

Note:—The information above has been produced from quarterly returns provided by some 110 operators who are in possession of Air Operators' Certificates.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

- An air transport movement** is a landing or a take-off of an aircraft engaged on commercial air transport. The types of movement covered are all scheduled service movements, whether loaded or empty, and charter movements transporting passengers or cargo from one point to another. All other types of commercial flying are excluded (e.g. flights returning to the airport of take-off without landing elsewhere, empty charter positioning flights paid for by the charterer, ferrying of empty aircraft, etc.).
- Empty charter positioning flights** are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
- Other commercial flights** are miscellaneous non-transport charter flights (e.g. commercial delivery or ferry of empty aircraft and local flights for the Press, survey companies or farmers).
- Test and training flights** are flights for the purpose of testing aircraft or airports, 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 excluded from this category and shown under 'Aero-club'.
- Other non-commercial flights** by air transport operators are flights by air transport operators 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 flights** are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
- Aero-club flights** are flights operated by aero-club members for instruction or pleasure.
- Official flights** are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
- Military flights** are flights by British or foreign military personnel exclusively for military purposes.

AIR PASSENGERS

- Passengers** includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
- Revenue passengers** are those who pay 25 per cent or more of the normal applicable fare.
- A terminal passenger** is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
- 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.

TYPES OF SERVICES

- International services** are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
- Domestic services** are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
- Cabotage** is traffic carried between territories of the United Kingdom other than domestic services.
- Scheduled services** are those performed according to a published timetable, including those supplementary thereto, and open to use by members of the public.

- Non-scheduled or charter services** include all air transport flights other than scheduled services.
- Separate fare charters** are those where the charter re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
- Inclusive tour** consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip, surface transport and, where appropriate, other amenities.
- Advance booking charters** Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales of seats to passengers have to be notified to the Civil Aviation Authority in accordance with Schedules 5, 5A, 6 or 7 to Series 1 of the Authority's Official Record.
- Sole-use charters** are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
- Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.

CLASSES OF LICENCE

- Class 1** authorises scheduled service flights;
- Class 2** authorises advance booking charter flights;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises other charter flights for the carriage of passengers;
- Class 5** authorises substitute charter flights;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations).

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 specification 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 paragraph (a) of 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
- 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;
 - 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;
 - 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.
- Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

Cargo means the weight of any property carried on an aircraft including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. When related to the activity of an airline or airlines, cargo uplifted means the number of tonnes of revenue cargo that is obtained by counting each tonne of cargo on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. The only exception to this is for cargo flown on both the international and domestic stages of the same flight which is considered in competition both as a domestic and an international shipment or despatch.

When related to the activity of 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, and diplomatic bags picked up and set down.

Appendix B Measures and their Computation

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

Aircraft accident	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
Aircraft days available	The sum of the number of days each aircraft is available for use during the year. 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 possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft departures	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
Aircraft hours	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.
Aircraft hours flown per day	This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.
Aircraft kilometres performed	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
Aircraft movements	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
Baggage	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
Block-to-block/ chock-to-chock time	The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Capacity offered per aircraft hour	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
Capacity offered per flight	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
Cargo (or mail) tonne-kilometres performed	A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

Cargo (or mail) tonnes carried	The number of tonnes of cargo carried is obtained by counting each tonne of cargo or mail on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. The only exception to this is for cargo flown on both the international and domestic stages of the same flight, which is considered in computation both as a domestic and an international shipment or despatch. The same principle is used in calculating mail tonnes carried.
Distance flown per passenger	The average distance flown per passenger is computed by dividing the passenger-kilometres by the related number of passengers carried.
Distance flown per tonne of cargo	The average distance flown per tonne of cargo is computed by dividing the cargo tonne-kilometres performed by the related number of tonnes of cargo carried.
Flights (commercial air transport)	The operation of aircraft on a stage or number of stages with an unchanging flight number is counted as one flight. (Technical stops are not counted.) An air transport operation having both international and domestic stages would be counted as an international flight and also a domestic flight.
Passenger-kilometres performed	A passenger-kilometre is performed when a passenger is carried one kilometre. Calculation of passenger-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each flight stage by the stage distance. The resultant figure is equal to the number of kilometres travelled by all passengers.
Passenger load factor	Passenger-kilometres performed divided by seat-kilometres available and expressed as a percentage.
Passenger revenue per traffic-unit	This is a type of financial measurement which relates the passenger traffic applicable to the passenger revenues. It is computed by dividing passenger revenues by the passenger-kilometres performed.
Passengers carried	The number of passengers carried is obtained by counting each passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight, with a single exception that a passenger flying on both the international and domestic stages of the same flight is counted as both a domestic and an international passenger.
Passengers carried per aircraft	The average number of passengers per aircraft is computed by dividing passenger-kilometres by the related aircraft kilometres flown.
Payload capacity	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
Payload capacity per aircraft	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft kilometres flown.
Payload carried	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
Seat-kilometres available	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each flight stage by the stage distance. Seats not actually available for the carriage of passengers because of the weight of fuel or other load are excluded in the calculations.

- Seats available per aircraft** This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.
- Speed flown per aircraft** This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.
- 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.
- 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 performed** A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed 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 performed divided by tonne-kilometres available and expressed as a percentage.