

Mrs Esdall

Civil Aviation Authority



CAA Monthly Statistics
(up to and including January 1978)

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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 21 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. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

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:

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Room T410
Space House
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- 3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & 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—January 1978

Activity at UK Airports

Air transport movements during the month of January 1978 reached a level of 58 000 (9.9 per cent growth against January 1977; the proportion of all-freight movements was 6.4 per cent of the total. London area movements accounted for 29 000 (5.1 per cent growth as compared with the previous year). With the exception of Stansted, all airports in the area reported growth. Heathrow reported 647 additional movements (3.4 per cent growth), Gatwick reported 568 additional movements (10.3 per cent growth) Southend 195 additional movements (22.0 per cent growth) and Luton 16 additional movements (1.3 per cent growth), Stansted reported 47 fewer movements (15.9 per cent decline). Outside the London area, 15.1 per cent growth was reported (29 000 movements). Sumburgh and Aberdeen reported the greatest increases in actual movements (1032 additional movements; 72.9 per cent growth and 638 additional movements; 17.6 per cent growth respectively), followed by Tees-side with 359 additional movements (78.6 per cent growth). Liverpool (because of an industrial dispute), Penzance and Isles of Scilly reported the heaviest falls in movements (409 fewer movements; 54.1 per cent decline in the case of Liverpool and 122 fewer movements; 54.5 per cent decline in the case of both Penzance and the Isles of Scilly). Scheduled movements increased by 6.7 per cent and charter movements by 21.5 per cent. The UK operators' share of scheduled movements rose 1.8 percentage points to stand at 74.4 per cent of the total and their share of charter movements rose 1.1 percentage points to 91.8 per cent of the total.

The number of terminal passengers reported by UK airports in January 1978 was 3.1 million, which represented a growth of 4.9 per cent as compared with the same month in the previous year. London area passengers accounted for 2.3 million (3.8 per cent growth). Gatwick reported 48 137 additional passengers (14.2 per cent growth), Heathrow 33 471 additional passengers (2.0 per cent growth), Luton 3572 additional passengers (3.3 per cent growth) and Southend 1514 additional passengers (14.7 per cent growth), Stansted reported 3301 fewer passengers (16.9 per cent decline). Outside the London area, 0.8 million passengers used UK airports (7.9 per cent growth as compared with January 1977). Sumburgh reported the greatest increase in passengers handled (23 726 additional passengers; more than one fold growth), followed by Aberdeen and Manchester with 18 891 additional passengers (29.7 per cent growth) and 13 899 additional passengers (9.0 per cent growth) respectively. Liverpool reported the heaviest fall in passengers handled (15 782 fewer passengers; 72.4 per cent decline), followed by Glasgow and Cardiff with 8691 fewer movements (7.0 per cent decline) and 1962 fewer movements (13.3 per cent decline) respectively. Passengers travelling on

scheduled services rose by 4.2 per cent and those travelling on charter services rose by 7.9 per cent. The UK operators' share of both scheduled and charter traffic rose marginally to stand at 63.7 per cent and 88.0 per cent of the total respectively.

2.3 million passengers travelled on international services in January 1978 (5.9 per cent growth as compared with January 1977). Scheduled services carried 6.8 per cent more passengers and charter services 3.1 per cent more. The most heavily used scheduled routes were those to USA with 14.2 per cent of the total (23.7 per cent growth), followed by those to France and the Middle East with 10.5 per cent of the total (4.7 per cent growth) and 8.1 per cent of the total (29.8 per cent growth). Services to Spain carried 23.2 per cent of total charter passengers (6.6 per cent decline), services to Italy carried 15.2 per cent of the total (44.3 per cent growth) and those to Germany 10.0 per cent of the total (21.6 per cent decline).

During January 1978, air freight handled at UK airports amounted to 55 000 tonnes (6.4 per cent growth as compared with January 1977); 31 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased 6.6 per cent to 45 000 tonnes. Only Southend reported a fall in tonnage (126 fewer tonnes; 16.9 per cent decline). Gatwick reported 22.0 per cent growth (1517 additional tonnes), Heathrow 2.9 per cent growth (945 additional tonnes), Stansted 19.0 per cent growth (368 additional tonnes) and Luton 23.2 per cent growth (95 additional tonnes). Over the rest of the UK, tonnage rose by 5.6 per cent, Prestwick reported the greatest increase in tonnage handled (413 additional tonnes; 43.0 per cent growth), followed by Blackpool and East Midlands with 251 additional tonnes (almost six fold growth) and 227 additional tonnes (81.4 per cent growth) respectively. Liverpool reported the heaviest fall in tonnage handled (903 fewer tonnes; 82.8 per cent decline). Freight carried on scheduled services rose 4.5 per cent as compared with the previous year and that carried on charter services rose 13.6 per cent. The UK operators' share of scheduled tonnage rose 5.0 percentage points to stand at 44.5 per cent of the total and their share of tonnage on charter services rose 10.6 percentage points to 88.0 per cent.

Output of UK Airlines

The output of UK airlines for all services in January 1978 was 805 million available tonne-kilometres, an increase of 18.6 per cent on January 1977.

The scheduled service output of 545 million available tonne-kilometres was 17.5 per cent higher than a year earlier. The overall load factor was 57.5 per cent

compared with 56·7 the previous year. Seat kilometres used were 59·6 per cent of those available. Seat factors on domestic and international scheduled services were 54·5 and 59·9 per cent respectively compared with 56·1 and 62·4 per cent a year earlier.

The non-scheduled output of 259 million available tonne-kilometres was 19·9 per cent higher than in January 1977. Advance Booking charters and Inclusive Tour charters accounted for 27·0 and 58·4

million available tonne-kilometres respectively compared with 18·7 and 60·1 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 significant differences arise because airlines are not asked to report non-revenue passengers and cargo.

Size Structure of UK

Table 1

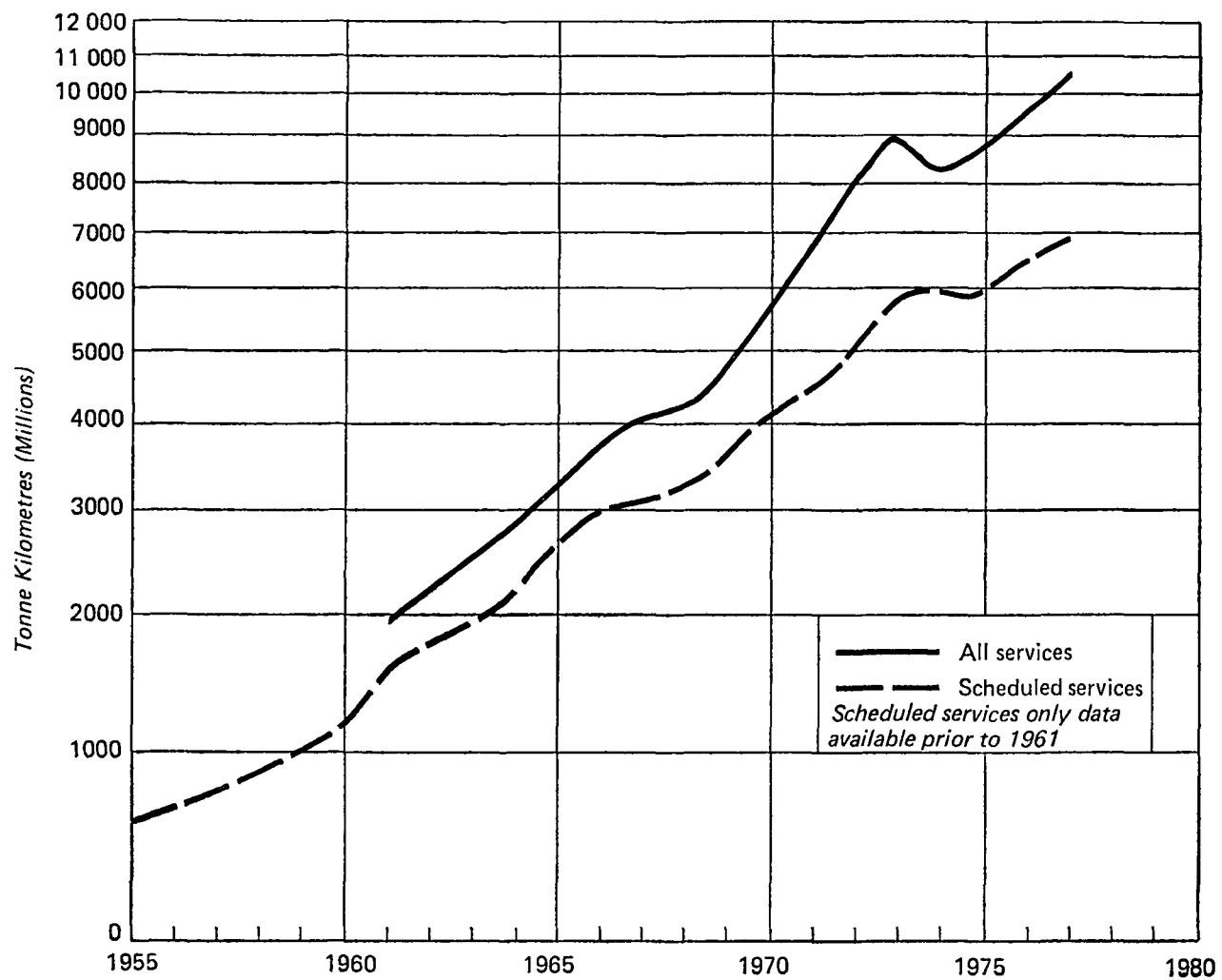
Airports and Airlines Year ended 31 December 1977

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	23 390	50.93	100	100.00
Gatwick	6 588	14.34	98	49.07
Manchester	2 791	6.08	95	34.73
Luton	1 947	4.24	93	28.65
Glasgow	1 752	3.81	91	24.41
Birmingham	1 065	2.32	89	20.59
Belfast	1 038	2.26	86	18.28
Edinburgh	1 021	2.22	84	16.02
Aberdeen	946	2.06	82	13.79
Newcastle	630	1.37	80	11.73
East Midlands	473	1.03	77	10.36
Sumburgh	394	0.86	75	9.33
Prestwick	386	0.84	73	8.47
Isle of Man	328	0.71	70	7.63
Stansted	299	0.65	68	6.92
Southampton	291	0.63	66	6.27
Leeds/Bradford	282	0.61	64	5.64
Liverpool	273	0.59	61	5.02
Southend	242	0.53	59	4.43
Bristol	219	0.48	57	3.90
Tees-side	214	0.47	55	3.42
Glamorgan	208	0.45	52	2.96
Other (22 airports)	1 149	2.50	50	2.50

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 – Long Haul Division	5 181	49.42	100	100.00
British Airways – Short Haul Division	1 205	11.49	97	50.58
British Caledonian Airways	940	8.97	94	38.09
Dan-Air Services	608	5.80	92	30.12
Laker Airways	511	4.87	89	24.32
International Aviation Services	451	4.30	86	19.45
Britannia Airways	389	3.71	83	15.15
Trans-Meridian Air Cargo	261	2.49	81	11.44
British Airtours	243	2.32	77	8.95
British Midland Airways	183	1.75	75	6.63
Tradewinds Airways	182	1.74	72	4.88
Monarch Airlines	172	1.64	69	3.15
Air Anglia	31	0.30	67	1.51
British Island Airways	25	0.24	64	1.21
British Air Ferries	13	0.12	61	0.97
Alidair	11	0.10	58	0.85
Others (20 airlines)	78	0.74	56	0.74

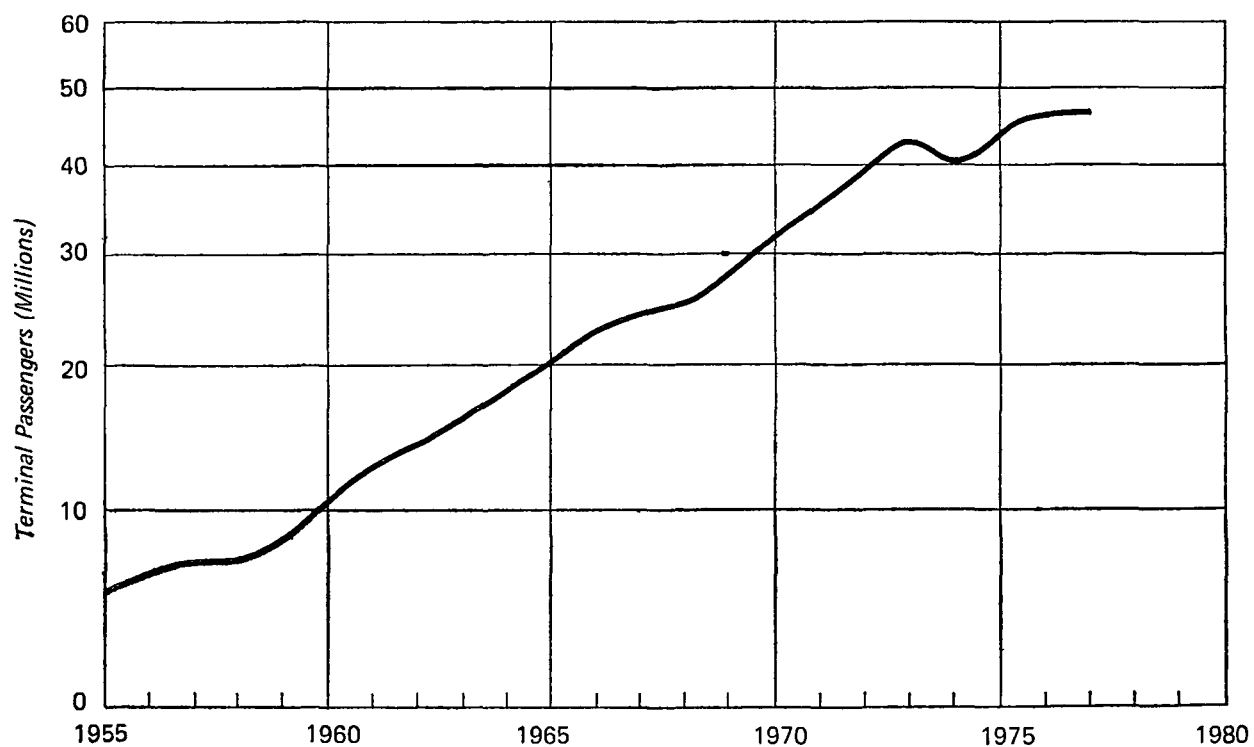
Output of UK Airlines

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	8 283	5 745	2 538
1975	1 911	701	41 846	8 927	5 984	2 943
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
Year ended						
January 1977	1 901	742	44 918	9 757	6 611	3 146
January 1978	1 914	764	46 073	10 629	6 916	3 713
Latest year's growth (percentages)						
	0.7	2.6	2.6	8.9	4.6	18.0
Mean rates of growth (percentages) to 1977						
20 years	6.4	4.1	10.4	..	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

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)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
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	2 1172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
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
1976 July	75.6	5 054.0	40.6	2 276.6	17.2	1 150.8	14.4	1 281.9	3.3	344.7
August	74.6	5 138.7	40.1	2 248.7	16.7	1 232.9	14.4	1 305.5	3.3	351.5
September	71.2	4 757.8	38.5	2 181.2	15.9	1 047.1	13.7	1 232.9	3.1	296.5
October	64.4	3 982.8	35.3	1 925.6	13.5	762.9	13.3	1 085.5	2.4	208.8
November	53.7	2 983.8	30.8	1 568.4	10.5	456.3	10.9	850.3	1.5	108.8
December	52.2	2 914.6	29.5	1 506.4	10.2	446.4	11.2	874.2	1.3	87.5
1977 January	52.6	2 955.5	29.8	1 510.4	10.4	487.0	11.3	885.7	1.1	72.4
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

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
		Total	Air	Other	Total	Aero club	Test and	Other
	(000)	(000)	transport	(000)	(000)	and private	training	(000)
			(000)	(000)		(000)	(000)	
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
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	1 904.3	846.7	759.2	87.7	1 057.6	773.4	168.1	116.2
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
3rd quarter	555.4	250.3	224.2	26.2	305.0	234.0	43.3	27.8
4th quarter	414.3	197.9	176.6	21.4	216.4	151.7	38.6	26.0
1976 July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.8	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	81.9	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
July	200.1	88.4	80.0	8.4	111.7	86.6	15.6	9.5
August	182.7	84.7	75.6	9.2	97.9	77.3	13.3	7.3
September	172.6	77.2	68.6	8.6	95.4	70.1	14.4	11.0
October	148.3	70.0	61.6	8.5	78.3	57.8	10.9	9.5
November	143.3	65.6	58.9	6.7	77.7	52.4	16.5	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

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East 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 Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
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
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
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
1976 July	37.4	1.8	2.0	3.0	11.2	3.8	9.0	0.7	3.0	3.7	10.5
August	37.1	1.9	1.9	3.0	10.8	3.8	9.0	0.7	2.9	3.6	11.7
September	35.2	1.7	1.9	2.8	10.4	4.1	8.5	0.7	2.8	3.3	9.9
October	32.3	1.4	1.8	2.5	9.9	4.0	7.5	0.6	2.1	2.4	8.1
November	26.6	1.0	1.6	2.4	8.7	3.7	5.8	0.5	1.4	1.9	5.5
December	27.0	0.9	1.4	2.1	8.3	3.6	5.4	0.4	1.3	1.9	5.1
1977 January	27.2	0.9	1.2	2.1	8.3	3.6	5.6	0.5	1.3	2.0	4.8
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	28.6	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. 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 Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
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
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
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
1976 July	3 461.3	40.2	72.5	131.0	485.9	57.1	520.8	22.2	75.1	188.0	251.1
August	3 552.8	46.8	74.2	131.5	454.1	57.6	534.5	23.1	82.0	182.2	284.2
September	3 307.7	38.9	65.5	119.2	431.8	56.8	494.4	18.3	72.3	152.8	229.9
October	2 811.7	32.5	61.4	96.3	371.5	54.5	386.2	16.5	48.8	103.4	180.5
November	2 129.6	20.5	40.8	78.7	290.9	46.9	261.3	11.8	26.3	77.2	91.3
December	2 135.2	16.9	30.0	67.7	272.6	45.2	232.1	9.5	18.1	87.5	86.0
1977 January	2 170.1	13.4	28.0	70.4	273.9	45.2	237.4	15.0	16.1	86.0	66.6
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

Cargo Taken Up and Set Down by Airports

Table 7

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. 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 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)
1968	361.8	35.3	3.4	4.8	29.6	1.5	57.0	0.3	2.0	28.8	13.5
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
1976 1st quarter	126.4	1.2	1.9	0.4	8.9	0.7	12.3	—	1.8	3.5	5.0
2nd quarter	130.7	1.3	2.0	0.4	9.6	0.9	12.2	0.1	2.2	3.7	6.0
3rd quarter	133.1	1.4	2.7	0.4	9.0	0.8	11.7	0.2	1.7	4.4	5.1
4th quarter	141.0	1.4	2.4	0.4	9.7	0.9	12.6	0.2	1.5	3.6	4.2
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
1976 July	46.0	0.5	0.7	0.1	3.0	0.3	4.0	—	0.6	1.2	1.8
August	41.1	0.3	0.7	0.1	2.8	0.3	3.4	0.1	0.6	1.2	1.7
September	46.1	0.6	1.2	0.2	3.3	0.3	4.3	0.1	0.5	2.0	1.6
October	47.7	0.6	0.9	0.2	3.4	0.3	4.7	—	0.6	1.4	1.5
November	46.2	0.4	0.8	0.1	3.2	0.3	4.2	0.1	0.5	1.2	1.4
December	47.0	0.4	0.7	0.1	3.2	0.3	3.8	—	0.5	1.1	1.3
1977 January	42.5	0.4	0.3	0.1	2.8	0.2	3.8	—	0.5	1.1	1.1
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

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
1968	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7	25 092.1	14 094.7	56.2
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
1976 1st quarter	1 476.5	797.6	34.2	191.5	571.9	54.0	11 352.7	6 372.1	56.1
2nd quarter	1 718.7	942.7	34.6	199.8	708.3	54.8	13 508.2	7 869.0	58.3
3rd quarter	1 812.7	1 091.7	34.0	190.2	867.3	60.2	14 394.2	9 636.3	66.9
4th quarter	1 594.6	893.8	41.9	193.4	658.5	56.1	12 413.1	7 200.6	58.0
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
1976 July	566.9	336.3	10.4	59.2	266.6	59.3	4 515.3	2 979.0	66.0
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	672.2	409.9	13.0	73.9	322.9	61.0	5 295.9	3 552.6	67.1
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.5	262.6	10.3	50.4	201.9	56.7	3 589.5	2 222.1	61.9
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	545.2	313.2	11.9	65.7	235.7	57.5	4 292.2	2 556.3	59.6

Scheduled Services by UK Airlines

Table 8.2

Domestic 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
1968	300.4	178.6	2.7	25.9	150.0	59.5	3 123.9	1 860.6	59.6
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
1976 1st quarter	82.5	42.9	0.6	3.5	38.8	52.0	803.5	459.7	57.2
2nd quarter	102.4	55.8	0.6	3.7	51.6	54.5	1 013.8	612.8	60.4
3rd quarter	113.3	66.3	0.6	3.5	62.0	58.5	1 130.7	738.1	65.3
4th quarter	90.1	47.3	0.6	3.0	43.5	52.5	880.5	517.9	58.8
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
1976 July	38.9	23.0	0.2	1.2	21.6	59.2	389.3	256.7	65.9
August	38.0	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September	36.4	21.4	0.2	1.2	19.9	58.9	361.9	237.0	65.5
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
December	27.0	13.8	0.2	0.8	12.7	51.0	264.4	151.0	57.1
1977 January	27.2	13.7	0.2	0.9	12.6	50.4	265.4	148.7	56.0
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	25.4	13.3	0.2	0.8	12.2	52.2	264.1	144.0	54.5

Scheduled Services by UK Airlines

Table 8.3

International 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
1968	2 955.5	1 536.5	67.3	395.5	1 073.7	52.0	21 968.2	12 234.1	55.7
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
1976 1st quarter	1 394.0	754.6	33.5	188.2	533.1	54.1	10 549.1	5 912.4	56.0
2nd quarter	1 616.2	886.9	33.9	196.1	656.8	54.9	12 494.4	7 256.3	58.1
3rd quarter	1 699.6	1 025.4	33.4	186.6	805.3	60.3	13 263.5	8 898.2	67.1
4th quarter	1 504.6	846.4	41.3	190.3	614.9	56.3	11 532.7	6 682.7	57.9
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
1976 July	528.0	313.3	10.2	58.0	245.0	59.3	4 126.0	2 722.3	66.0
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	635.9	388.5	12.8	72.7	303.0	61.1	4 934.0	3 315.6	67.2
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	436.3	248.9	10.0	49.6	189.3	57.1	3 324.0	2 073.4	62.4
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

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
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
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
1976 1st quarter	558.3	27.4	164.8	8.1	60.8	3.0	332.7	16.4
2nd quarter	803.6	31.9	333.0	13.2	166.8	6.6	304.0	12.1
3rd quarter	1 033.2	36.3	425.6	15.0	281.6	9.9	326.0	11.5
4th quarter	730.2	31.4	222.2	9.6	122.4	5.3	385.6	16.6
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
1976 July	351.4	38.3	146.3	15.9	99.5	10.8	105.6	11.5
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.8	131.2	13.1	86.5	8.7	109.8	11.0
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	218.7	31.3	58.8	8.4	29.3	4.2	130.6	18.7
December	225.6	28.2	56.4	7.1	41.5	5.2	127.7	16.0
1977 January	217.0	31.9	60.1	8.8	33.8	5.0	123.2	18.1
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

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)
1968	4 394.5	3 684.8	83.9	2 727.9	34 600	44 177	1 277	1 351
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
1976 1st quarter	1 871.2	1 578.3	84.3	1 028.8	9 860	14 612	1 482	1 534
2nd quarter	3 787.1	2 996.1	79.1	1 920.1	18 831	28 494	1 513	1 560
3rd quarter	4 862.6	4 161.6	85.6	2 593.2	23 805	36 791	1 546	1 605
4th quarter	2 528.7	1 995.8	78.9	1 240.3	12 446	19 241	1 546	1 609
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
1976 July	1 672.8	1 374.7	82.2	869.3	8 313	12 720	1 530	1 581
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
October	1 216.8	973.1	80.0	602.0	5 837	9 118	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 562	1 637
December	640.9	473.0	73.8	302.5	3 291	4 938	1 500	1 564
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 463	1 531
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

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)
1968		1 855.8	1 474.3	79.4	447.0	11 428	14 077	1 232	3 298
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
1976	1st quarter	649.8	521.8	80.3	159.6	2 996	4 164	1 390	3 269
	2nd quarter	1 693.9	1 275.1	75.3	380.9	5 382	9 037	1 679	3 348
	3rd quarter	2 857.2	2 383.1	83.4	655.5	7 451	14 936	2 005	3 636
	4th quarter	1 246.0	1 019.4	81.8	270.4	3 723	6 510	1 749	3 770
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
1976	July	1 006.5	813.6	80.8	235.6	2 681	5 299	1 977	3 453
	August	972.8	832.2	85.5	230.6	2 573	5 125	1 992	3 609
	September	877.9	737.3	84.0	189.3	2 197	4 512	2 054	3 895
	October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
	November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
	December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977	January	351.6	295.6	84.1	78.1	1 171	1 973	1 684	3 790
	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

UK Passenger Movement by Air^(a) for January 1978

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

Comparison with a Year Earlier														Soviet Union and Eastern Europe				Spain		Sweden		Switzerland	
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)	Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)						
1968		10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780						
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	334	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						
1976	1st quarter	3 780	174	108	588	530	72	300	224	357	82	85	48	63	651	66	245						
	2nd quarter	5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308						
	3rd quarter	7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350						
	4th quarter	4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278						
1977	1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292						
	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						
	January	1 378	62	47	179	207	29	110	106	127	28	40	19	21	201	35	100						
1978	January	1 453	63	43	192	195	30	142	137	137	32	41	19	22	190	35	103						
		Rest of World			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)						
		Yugoslavia (000)	Others(e) (000)	Total (000)																			
1968		96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142						
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						
1976	1st quarter	27	160	1 450	85	170	62	15	50	102	94	47	86	22	515	38	164						
	2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152						
	3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200						
	4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175						
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	168						
	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						
	January	7	61	608	38	73	21	6	19	43	42	13	33	8	228	22	62						
1978	January	9	64	642	28	69	23	6	17	38	41	13	30	10	271	31	65						

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, Romania, Albania, Bulgaria.

(e) Gibraltar, Luxembourg, Austria, Faroes, 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, Spanish Sahara, Portuguese Guinea, Liberia, Equatorial Guinea, Mali, Guinea, Cameroon, Congo, Dahomey, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.

Table 11

Total		Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	7 846	6 094	—	493	—	320	14	—	869	—	56
+ Heathrow	21 595	19 862	—	23	—	68	365	—	1 218	17	42
+ Luton	3 189	1 222	1	175	4	313	24	516	930	—	4
+ Southend	3 416	1 080	—	—	—	174	—	1 166	958	—	38
+ Stansted	2 013	248	—	88	—	931	13	2	610	120	1
Total (London Area)	38 059	28 506	1	779	4	1 806	416	1 684	4 685	137	141
Westland Heliport (Battersea)	423	130	—	130	—	—	—	—	95	—	68
Other UK Airports											
+ Aberdeen	6 885	4 268	—	619	—	806	18	924	228	—	22
+ Belfast	5 800	1 684	—	91	95	—	—	1 246	239	—	2 445
+ Benbecula	238	202	—	—	14	—	16	—	2	—	4
+ Birmingham	4 292	1 682	—	70	16	68	60	1 596	770	2	28
+ Blackpool	5 030	335	—	93	53	906	—	3 007	600	—	36
+ Bournemouth	3 628	431	—	101	—	897	—	1 283	879	1	36
+ Bristol	1 757	385	—	68	—	50	—	868	370	—	16
+ Cambridge	2 372	25	—	19	2	84	5	796	254	—	1 187
+ Cardiff	2 870	567	—	65	—	206	—	1 842	176	4	10
+ Coventry	3 121	29	—	19	—	216	8	2 455	393	1	—
+ East Midlands	3 176	745	—	162	3	604	46	927	661	2	26
+ Edinburgh	4 298	1 593	—	17	—	66	38	826	561	5	1 192
+ Exeter	2 235	113	—	3	91	10	—	1 126	501	—	391
+ Glasgow	5 232	2 740	—	144	—	65	105	1 053	566	2	557
+ Gloucester/Cheltenham	1 773	28	—	—	32	230	—	1 121	326	—	36
+ Hawarden	1 006	81	—	—	—	36	—	720	147	—	22
+ Humberside	1 193	349	—	1	118	585	—	—	140	—	—
+ Inverness	1 572	616	—	19	230	280	18	253	66	—	90
+ Islay	168	112	—	4	40	—	—	—	12	—	—
+ Isle of Man	1 853	466	—	28	229	712	—	339	61	2	16
+ Isles of Scilly	124	102	—	—	8	12	—	—	2	—	—
+ Kirkwall	845	758	—	40	31	—	8	8	—	—	—
+ Leeds/Bradford	2 542	714	—	18	46	186	55	967	544	10	2
+ Liverpool	2 463	347	—	80	25	72	7	1 299	596	2	35
+ Lydd	1 388	302	—	—	—	22	—	602	366	—	96
+ Manchester	5 081	3 357	—	252	10	23	270	642	497	2	28
+ Manston	348	98	—	5	149	6	—	—	90	—	—
+ Newcastle	2 714	1 084	—	25	441	128	—	804	166	2	64
+ Norwich	1 931	772	—	22	72	676	243	—	144	—	2
+ Penzance Heliport	140	102	—	—	16	22	—	—	—	—	—
+ Prestwick	3 639	681	—	13	—	1 648	39	681	167	—	410
+ Southampton	2 662	548	—	40	27	1 624	12	57	336	—	18
+ Stornoway	310	244	—	14	6	2	2	36	—	—	6
+ Sumburgh	3 823	2 447	—	1 051	—	323	—	—	—	—	2
+ Swansea	..	..	..	..	..	..	..	..	..	..	..
+ Tees-side	3 381	816	4	181	14	373	10	1 000	783	2	198
+ Tiree	30	26	—	—	—	—	—	—	4	—	—
+ Wick	450	368	—	14	—	—	20	20	4	—	24
Total (Incl. London Area)	128 852	57 853	5	4 187	1 772	12 744	1 396	28 182	15 331	174	7 208
Channel Islands Airports											
Alderney	398	398	..	..	..	..	..	..	..	..	..
Guernsey	1 743	1 743	..	..	..	..	..	..	..	..	..
Jersey	2 993	2 539	..	..	..	..	..	..	446	..	8
Total (Channel Islands Airports)	5 134	4 680	..	..	..	..	..	..	446	..	..

Air Transport Movements by Type and Nationality of Operator January 1978

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	6 094	99	3 011	238	91	2 364	291
+ Heathrow	19 862	9 483	805	9 398	102	12	62
+ Luton	1 222	—	4	1	2	1 060	155
+ Southend	1 080	—	671	—	—	378	31
+ Stansted	248	—	3	2	—	80	163
TOTAL (London Area)	28 506	9 582	4 494	9 639	195	3 894	702
Westland Heliport (Battersea)	130	—	—	—	—	130	—
Other UK Airports							
+ Aberdeen	4 268	821	488	—	479	2 371	109
+ Belfast	1 684	1 076	464	27	—	107	10
Benbecula	202	54	148	—	—	—	—
+ Birmingham	1 682	723	558	131	18	241	11
+ Blackpool	335	—	160	—	—	174	1
+ Bournemouth	431	15	337	8	—	63	8
Bristol	385	169	127	40	—	49	—
+ Cambridge	25	—	—	—	—	17	8
+ Cardiff	567	111	332	34	—	80	10
+ Coventry	29	—	—	—	—	23	6
+ East Midlands	745	13	486	3	—	239	4
+ Edinburgh	1 593	745	742	38	—	43	25
+ Exeter	113	—	109	—	—	2	2
+ Glasgow	2 740	1 170	812	257	12	470	19
Gloucester/Cheltenham	28	—	2	—	—	26	—
Hawarden	81	—	81	—	—	—	—
Humberside	349	—	281	—	—	66	2
Inverness	616	282	172	—	63	94	5
Islay	112	—	90	—	—	22	—
+ Isle of Man	466	292	174	—	—	—	—
Isles of Scilly	102	102	—	—	—	—	—
+ Kirkwall	758	174	450	—	11	122	1
+ Leeds/Bradford	714	229	372	26	—	87	—
+ Liverpool	347	207	1	27	—	100	12
+ Lydd	302	—	302	—	—	—	—
+ Manchester	3 357	1 457	351	797	32	696	24
Manston	98	—	—	—	—	81	17
+ Newcastle	1 084	284	717	1	—	72	10
Norwich	772	—	618	—	—	129	25
Penzance Heliport	102	102	—	—	—	—	—
+ Prestwick	681	362	54	208	—	31	26
+ Southampton	548	90	405	—	—	32	21
Stornoway	244	97	119	—	—	28	—
+ Sumburgh	2 447	228	4	—	888	1 250	77
Swansea	—	—	—	—	—	—	—
+ Tees-side	816	—	471	—	65	274	6
Tiree	26	—	26	—	—	—	—
Wick	368	94	222	—	—	52	—
TOTAL (Incl. London Area)	57 853	18 479	14 169	11 236	1 763	11 065	1 141
Channel Islands Airports							
Alderney	398	—	366	—	—	32	—
Guernsey	1 743	128	1 437	14	—	164	—
Jersey	2 539	458	1 839	10	—	230	2
TOTAL (Channel Islands Airports)	4 680	586	3 642	24	—	426	2

Air Transport Movements for January 1978

Table 13

Total Compared with One Year Earlier

	International						Domestic						1978			1977			Percentage Change		
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	1 797		121	2 364		262	1 291		139	51		69	5 503		591	4 957		569	11.0		3.8
+ Heathrow	14 500		1 181	154		19	3 943		62	3		—	18 600		1 262	17 867		1 348	4.1		-6.4
+ Luton	—		1	1 147		34	1		3	23		13	1 171		51	1 145		61	2.2		-16.4
+ Southend	671		—	211		—	—		—	198		—	1 080		—	885		—	22.0		—
+ Stansted	3		—	150		93	2		—	—		—	155		93	204		91	-24.1		2.1
TOTAL (London Area)	16 971		1 303	4 026		408	5 237		204	275		82	26 509		1 997	25 058		2 069	5.8		-3.5
Westland Heliport (Battersea)	—		—	—		—	—		—	130		—	130		—	110		—	18.1		—
Other UK Airports																					
+ Aberdeen	214		—	1 742		42	1 094		1	1 142		33	4 192		76	3 192		438	31.3		-82.7
+ Belfast	28		1	15		9	1 410		128	11		82	1 464		220	1 285		158	13.9		39.2
+ Benbecula	—		—	—		—	198		4	—		—	198		4	194		—	2.0		—
+ Birmingham	476		11	220		3	925		—	46		1	1 667		15	1 390		14	19.9		7.1
+ Blackpool	26		—	30		1	98		36	74		70	228		107	183		—	24.5		—
+ Bournemouth	24		—	53		1	188		148	15		2	280		151	229		105	22.2		43.8
+ Bristol	143		1	39		1	192		—	9		—	383		2	361		3	6.0		-33.4
+ Cambridge	—		—	12		—	—		—	13		—	25		—	13		—	92.3		—
+ Cardiff	145		—	83		—	332		—	7		—	567		—	461		5	22.9		—
+ Coventry	—		—	20		4	—		—	5		—	25		4	47		—	-46.8		—
+ East Midlands	230		34	104		23	232		6	89		27	655		90	547		87	19.7		3.4
+ Edinburgh	238		2	56		—	1 252		33	12		—	1 558		35	1 460		48	6.7		-27.1
+ Exeter	22		—	2		—	87		—	2		—	113		—	107		—	5.6		—
+ Glasgow	337		64	120		1	1 758		80	378		2	2 593		147	2 334		202	11.0		-27.3
+ Gloucester/Cheltenham	—		—	—		—	2		—	26		—	28		—	40		—	-30.0		—
+ Hawarden	—		—	—		—	81		—	—		—	81		—	—		—	—		—
+ Humberside	41		—	20		—	240		—	48		—	349		—	—		—	22.3		—
+ Inverness	—		—	6		—	452		2	156		—	614		2	502		50	22.3		-96.0
+ Islay	—		—	—		—	90		—	22		—	112		—	64		—	75.0		—
+ Isle of Man	26		—	—		—	400		40	—		—	426		40	480		28	-11.3		42.8
+ Isle of Scilly	—		—	—		—	102		—	—		—	102		—	224		—	-54.5		—
+ Kirkwall	—		—	8		—	615		9	126		—	749		9	730		—	2.6		—
+ Leeds/Bradford	147		1	43		—	479		—	43		1	712		2	642		16	10.9		-87.5
+ Liverpool	55		1	13		10	166		13	72		17	306		41	562		194	-45.6		-78.9
+ Lydd	117		185	—		—	—		—	—		—	117		185	140		143	-16.5		29.3
+ Manchester	1 114		252	552		8	1 226		13	128		64	3 020		337	2 792		376	8.1		-10.4
+ Manston	—		—	98		—	—		—	—		—	98		—	75		—	30.6		—
+ Newcastle	307		—	77		—	695		—	5		—	1 084		—	1 011		—	7.2		—
+ Norwich	237		—	87		3	379		2	64		—	767		5	588		—	30.4		—
+ Penzance Heliport	—		—	—		—	102		—	—		—	102		—	224		—	-54.5		—
+ Prestwick	220		104	32		13	267		33	10		2	529		152	483		135	9.5		12.5
+ Southampton	52		1	20		19	441		1	14		—	527		21	501		—	5.1		—
+ Stornoway	—		—	1		—	211		5	26		1	238		6	228		14	4.3		-57.2
+ Sumburgh	—		—	1 423		33	232		—	744		15	2 399		48	1 415		—	69.5		—
+ Swansea	—		—	—		—	—		—	—		—	—		—	33		—	—		—
+ Tees-side	44		—	136		—	427		—	208		1	815		1	455		2	79.1		-50.0
+ Tiree	—		—	—		—	25		1	—		—	25		1	66		—	-62.2		—
+ Wick	—		—	—		—	311		5	50		2	361		7	321		—	12.4		—
TOTAL (Incl. London Area)	21 214		1 960	9 038		579	19 946		764	3 950		402	54 148		3 705	48 547		4 087	11.5		-9.4
Channel Islands Airports																					
+ Alderney	..		..	..		..	..		..	..		..	398		..	397		..	0.2		..
+ Guernsey	..		..	..		..	..		..	..		..	1 743		..	1 733		..	0.5		..
+ Jersey	..		..	..		..	..		..	..		..	2 539		..	2 628		..	-3.4		..
TOTAL (Channel Islands Airports)	..		..	..		..	..		..	..		..	4 680		..	4 758		..	-1.7		..

Air Transport Landings Diverted from/to UK Reporting Airports January 1978

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	42							1Ma	1He 3Ma 8Lu	1He		1He 1Bi 1Em 1Cd	2Ma					1Ma	2Ma 1Bo 1Lu	7He 1Ma 1Bo				3Ma				1He 1Ma	2He	1Li		
Heathrow	140					1St 1Ma			5Pr 4Ma			3Ma 14Bi 1Cd	1Ma						10Pr 32Ga 17Ma 3Li 19Bo 11Bi 1Em 4Sh 2Lu 1Ma 2Bi	1Ga 1Ma		1Ma	1Ma		2Ga		5Ma					
Luton	26		1St						2St 2Bi 1Em 2St	1Bi 2Em		1Ga 7Bi 1Cd	1Ga 1Bi			1Ga			1Ma 2Bi	1Bi				1St								
Southend	2																															
Stansted	1														1Lu																	
Aberdeen	2																															
Belfast	3									1In																						
Birmingham	11																		1Ed									1Pr			1Em	
Bristol	2																															
Cardiff	1																												1Cd			
Coventry	2																															
East Midlands	4																		1Bi 4Bi													
Edinburgh	5																															
Glasgow	70										1Lu								1Ed	8Pr				3Ed			8Pr 5Ed	13Pr 9Ed	6Ed			
Isle of Man	1																															
Leeds	18										2Te							1Ma	3Te	2Te				1Em 1Te				1Em 2Te				
Lydd	2																															
Manchester	26								2Ga					1Bi 1Cd	5Bi 6Em 3Bi		1Pr															
Newcastle	1																															
Norwich	1																															
Southampton	1																															
Sumburgh	4																															
Tees-side	2																															
Other Internal	16				1Ex																											
Overseas	12			2He																												
All Aerodromes	395	—	1	2	1	2	—	1	32	6	5	32	7	16	2	2	—	2	118	27	3	2	1	18	—	3	16	36	10	2	2	46

Aerodrome of actual landing: letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Lb	Leeds/Bradford	Pe	Portsmouth	Te	Tees-side
As	Ashford	Co	Coventry	Ha	Hawarden	Li	Liverpool	Pr	Prestwick	Ti	Tiree
Ba	Belfast	Cd	Cardiff	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
Bj	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 January 1978

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		Terminal	Transit	British Airways		Terminal	Transit	Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit				
London Area Airports															
+Gatwick	391 792	387 626	4 166	4 229	16	135 894	1 136	7 892	182	13 597	—	198 378	2 083	27 636	749
+Heathrow	1 755 931	1 726 652	29 279	832 606	104	22 219	—	846 609	28 744	17 528	—	255	—	7 435	431
+Luton	111 154	110 914	240	—	—	143	—	—	—	1	—	98 868	148	11 902	92
+Southend	11 797	11 797	—	—	—	11 404	—	—	—	—	—	269	—	124	—
+Stansted	16 438	16 209	229	—	—	81	—	248	—	—	—	66	—	15 814	229
TOTAL (London Area)	2 287 112	2 253 198	33 914	836 835	120	169 741	1 136	854 749	28 926	31 126	—	297 836	2 231	62 911	1 501
Westland Heliport (Battersea)	351	351	—	—	—	—	—	—	—	—	—	351	—	—	—
Other UK Airports															
+Aberdeen	83 217	82 488	729	32 036	592	11 371	—	—	—	4 891	—	32 852	137	1 338	—
+Belfast	78 789	78 693	96	62 414	—	13 873	2	824	—	—	—	1 077	83	505	11
+Benbecula	1 993	1 959	34	1 429	—	530	34	—	—	—	—	—	—	—	—
+Birmingham	68 488	64 969	3 519	28 698	1 464	10 573	1 831	6 557	222	1 345	—	17 496	2	300	—
+Blackpool	4 585	4 585	—	—	—	3 922	—	—	—	—	—	660	—	3	—
+Bournemouth	6 169	5 956	213	1 325	—	3 266	206	588	—	—	—	634	7	143	—
+Bristol	10 477	8 517	1 960	2 005	1 281	1 344	424	1 561	255	—	—	3 607	—	—	—
+Cambridge	70	70	—	—	—	—	—	—	—	—	—	37	—	33	—
+Cardiff	15 139	12 834	2 305	2 230	155	2 244	1 451	535	544	—	—	7 057	155	768	—
+Coventry	91	91	—	—	—	—	—	—	—	—	—	69	—	22	—
+East Midlands	19 765	19 425	340	506	—	11 431	24	197	—	—	—	7 291	316	—	—
+Edinburgh	71 828	69 694	2 134	48 659	664	15 684	1 470	1 593	—	—	—	2 813	—	945	—
+Exeter	2 311	2 115	196	—	—	2 030	196	—	—	—	—	67	—	18	—
+Glasgow	117 423	114 648	2 775	68 430	176	19 829	10	7 673	1 916	381	—	16 783	584	1 552	89
+Gloucester/Cheltenham	123	123	—	—	—	43	—	—	—	—	—	80	—	—	—
+Hawarden	304	304	—	—	—	304	—	—	—	—	—	—	—	—	—
+Humberside	2 863	2 853	10	—	—	2 633	—	—	—	—	—	202	10	18	—
+Inverness	10 054	9 240	814	7 544	814	978	—	—	—	208	—	462	—	48	—
+Islay	697	697	—	—	—	656	—	—	—	—	—	41	—	—	—
+Isle of Man	13 884	13 460	424	9 353	241	4 107	183	—	—	—	—	—	—	—	—
+Isles of Scilly	1 647	1 647	—	1 647	—	—	—	—	—	—	—	—	—	—	—
+Kirkwall	6 722	5 858	864	2 993	744	1 981	—	—	—	352	—	527	120	5	—
+Leeds/Bradford	20 964	19 114	1 850	9 045	—	5 156	1 845	1 206	—	—	—	3 707	5	—	—
+Liverpool	7 056	6 014	1 042	4 666	1 040	34	—	704	—	—	—	604	2	6	—
+Lydd	2 720	2 720	—	—	—	2 720	—	—	—	—	—	—	—	—	—
+Manchester	172 351	167 527	4 824	83 471	567	7 744	1 577	28 110	1 599	2 185	—	45 311	705	706	376
+Manston	372	372	—	—	—	—	—	—	—	—	—	296	—	77	—
+Newcastle	42 306	38 920	3 386	17 376	23	15 332	3 363	7	—	—	—	5 495	—	710	—
+Norwich	11 520	11 520	—	—	—	10 569	—	—	—	—	—	742	—	209	—
+Penzance Heliport	1 647	1 647	—	1 647	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	33 642	20 352	13 290	11 509	6 467	1 612	61	3 144	6 106	—	—	2 906	260	1 181	396
+Southampton	10 886	10 838	48	2 676	—	7 991	48	—	—	—	—	127	—	44	—
+Stornoway	3 498	3 498	—	2 882	—	520	—	—	—	—	—	96	—	—	—
+Sumburgh	44 208	44 195	13	5 486	—	25	—	—	—	13 216	—	24 816	13	652	—
+Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Tees-side	19 613	18 101	1 512	—	—	14 665	1 472	—	—	412	11	2 773	29	251	—
+Tiree	159	159	—	—	—	159	—	—	—	—	—	—	—	—	—
+Wick	3 239	2 266	973	1 141	973	955	—	—	—	—	—	170	—	—	—
TOTAL (Incl. London Area)	3 178 283	3 101 018	77 265	1 246 003	15 321	344 022	15 333	907 448	39 568	54 116	11	476 984	4 659	72 445	2 373
Channel Islands Airports															
+Alderney	2 537	2 537	—	—	—	2 438	—	—	—	—	—	99	—	—	—
+Guernsey	21 221	20 488	733	5 348	—	14 960	733	26	—	—	—	154	—	—	—
+Jersey	43 827	42 850	977	19 268	—	23 111	977	104	—	—	—	361	—	6	—
TOTAL (Channel Is. Airports)	67 585	65 875	1 710	24 616	—	40 509	1 710	130	—	—	—	614	—	6	—

Terminal Air Passengers for January 1978

Table 16

Comparison with a Year Earlier

	1978	1977	Percentage change
London Area Airports			
+ Gatwick	387 626	339 489	14.2
+ Heathrow	1 726 652	1 693 181	2.0
+ Luton	110 914	107 342	3.3
+ Southend	11 797	10 283	14.7
+ Stansted	16 209	19 510	-16.9
TOTAL (London Area)	2 253 198	2 169 805	3.8
Westland Heliport (Battersea)	351	270	30.0
Other UK Airports			
+ Aberdeen	82 488	63 597	29.7
+ Belfast	78 693	73 040	7.7
Benbecula	1 959	1 880	4.2
+ Birmingham	64 969	58 695	10.7
+ Blackpool	4 585	3 059	49.9
+ Bournemouth	5 956	3 801	56.7
+ Bristol	8 517	7 741	10.0
+ Cambridge	70	43	62.8
+ Cardiff	12 834	14 796	-13.3
+ Coventry	91	215	-57.7
+ East Midlands	19 425	18 635	4.2
+ Edinburgh	69 694	66 722	4.5
+ Exeter	2 115	1 720	23.0
+ Glasgow	114 648	123 339	-7.0
Gloucester/Cheltenham	123	170	-27.6
Hawarden	304	—	—
Humberside	2 853	—	—
Inverness	9 240	8 862	4.3
Islay	697	764	-8.8
+ Isle of Man	13 460	12 953	3.9
Isles of Scilly	1 647	1 315	25.2
+ Kirkwall	5 858	7 199	-18.6
+ Leeds/Bradford	19 114	18 798	1.7
+ Liverpool	6 014	21 796	-72.4
+ Lydd	2 720	3 219	-15.5
+ Manchester	167 527	153 628	9.0
+ Manston	372	97	—
+ Newcastle	38 920	38 701	0.6
+ Norwich	11 520	9 352	23.2
Penzance Heliport	1 647	1 315	25.2
+ Prestwick	20 352	20 224	0.6
+ Southampton	10 838	10 109	7.2
Stornoway	3 498	3 583	-2.4
+ Sumburgh	44 195	20 469	—
Swansea	—	225	—
+ Tees-side	18 101	12 918	40.1
Tiree	159	125	27.2
Wick	2 266	2 272	-0.3
TOTAL (Incl. London Area)	3 101 018	2 955 452	4.9
Channel Islands Airports			
Alderney	2 537	2 361	7.5
Guernsey	20 488	20 162	1.6
Jersey	42 850	44 081	-2.8
TOTAL (Channel Islands Airports)	65 875	66 604	-1.1

International and Domestic Passenger Traffic January 1978

Table 17

Terminal Passengers for January Comparison with a Year Earlier

	Total	International			Domestic		
	1978	1978	1977	Per- centage change	1978	1977	Per- centage change
London Area Airports							
+ Gatwick	387 626	337 497	297 399	13	50 129	42 090	19
+ Heathrow	1 726 652	1 491 795	1 445 001	3	234 857	248 180	-5
+ Luton	110 914	110 720	107 073	3	194	269	-28
+ Southend	11 797	11 729(a)	10 198(a)	15	68	85	-20
+ Stansted	16 209	16 139	19 470	-17	70	40	75
TOTAL (London Area)	2 253 198	1 967 880	1 879 141	5	285 318	290 664	-2
Westland Heliport (Battersea)	351	—	—	—	351	270	30
Other UK Airports							
+ Aberdeen	82 488	24 449	21 903	12	58 039	41 694	39
+ Belfast	78 693	1 848	3 142	-41	76 845	69 898	10
Benbecula	1 959	—	—	—	1 959	1 880	4
+ Birmingham	64 969	40 128	36 148	11	24 841	22 547	10
+ Blackpool	4 585	447	202	—	4 138	2 857	45
+ Bournemouth	5 956	2 562	1 109	—	3 394	2 692	26
+ Bristol	8 517	6 813	5 940	15	1 704	1 801	-5
+ Cambridge	70	43	17	—	27	26	4
+ Cardiff	12 834	9 794	11 800	-17	3 040	2 996	1
+ Coventry	91	80	83	-4	11	132	-92
+ East Midlands	19 425	11 693	11 565	1	7 732	7 070	9
+ Edinburgh	69 694	7 922	4 366	81	61 772	62 356	-1
+ Exeter	2 115	480	235	—	1 635	1 485	10
+ Glasgow	114 648	21 286	23 136	-8	93 362	100 203	-7
Gloucester/Cheltenham	123	—	—	—	123	170	-28
Hawarden	304	—	—	—	304	—	—
Humberside	2 853	1 001	—	—	1 852	—	—
Inverness	9 240	53	2	—	9 187	8 860	4
Islay	697	—	—	—	697	764	-9
+ Isle of Man	13 460	398	419	-5	13 062	12 534	4
Isles of Scilly	1 647	—	—	—	1 647	1 315	25
+ Kirkwall	5 858	91	8	—	5 767	7 191	-20
+ Leeds/Bradford	19 114	7 439	6 747	10	11 675	12 051	-3
+ Liverpool	6 014	1 725	5 679	-70	4 289	16 117	-73
+ Lydd	2 720	2 720	3 207	-15	—	12	—
+ Manchester	167 527	105 194	89 740	17	62 333	63 888	-2
+ Manston	372	372	97	—	—	—	—
+ Newcastle	38 920	13 739	13 459	2	25 181	25 242	—
+ Norwich	11 520	5 816	4 844	20	5 704	4 508	27
Penzance	1 647	—	—	—	1 647	1 315	25
+ Prestwick	20 352	16 694	16 782	-1	3 658	3 442	6
+ Southampton	10 838	733	123	—	10 105	9 986	1
Stornoway	3 498	2	59	-97	3 496	3 524	-1
+ Sumburgh	44 195	19 393	6 880	—	24 802	13 589	83
Swansea	..	..	132	—	..	93	—
+ Tees-side	18 101	1 998	838	—	16 103	12 080	33
Tiree	159	—	—	—	159	125	27
Wick	2 266	—	7	—	2 266	2 265	—
TOTAL (Incl. London Area)	3 101 018	2 272 793	2 147 810	6	828 225	807 642	3

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports for January 1978

Table 18

Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	12 153	9 087	3 066	13 101	9 043	4 058	-1
London – Vienna	10 001	7 940	2 061	10 695	8 435	2 260	-6
Other Routes	2 152	1 147	1 005	2 406	608	1 798	-11
Belgium	62 674	61 837	837	62 849	60 992	1 857	—
London – Brussels	44 680	44 339	341	45 792	45 332	460	-2
Other S.E. England – Belgium	11 275	10 897	378	11 667	10 449	1 218	-3
Other Routes	6 719	6 601	118	5 390	5 211	179	25
Denmark	42 904	28 610	14 294	46 541	31 576	14 965	-8
London – Copenhagen	31 178	24 141	7 037	36 723	27 239	9 484	-15
Other Routes	11 726	4 469	7 257	9 818	4 337	5 481	19
Finland	7 439	6 659	780	7 392	6 686	706	1
France	192 281	181 638	10 643	179 377	173 404	5 973	7
London – Nice	8 793	8 685	108	8 120	7 257	863	8
– Paris	141 583	136 720	4 863	136 590	134 703	1 887	4
– N. France (a)	5 834	5 694	140	5 082	5 082	—	15
– Other France	15 115	12 798	2 317	13 889	11 830	2 059	9
Manchester – Paris	5 774	5 645	129	4 685	4 683	2	23
Other U.K. – Paris	8 563	7 388	1 175	6 144	5 424	720	39
Luton – Other France	938	—	938	34	—	34	—
Other S.E. England – France	3 975	3 930	45	4 119	4 109	10	-3
Other Routes	1 706	778	928	714	316	398	—
Germany (Fed. Republic)	183 642	131 008	52 634	195 828	128 672	67 156	-6
London – Dusseldorf	27 104	23 853	3 251	25 293	21 671	3 622	7
– Frankfurt	42 163	37 632	4 531	44 157	40 309	3 848	-5
– Hamburg	19 585	16 953	2 632	19 887	17 105	2 782	-2
– Munich	34 231	13 766	20 465	39 736	13 584	26 152	-14
– Other Germany	31 919	27 965	3 954	29 034	27 330	1 704	10
Luton – Germany	8 698	—	8 698	15 766	80	15 686	-45
Manchester – Germany	11 389	7 471	3 918	9 796	5 614	4 182	16
Other Routes	8 553	3 368	5 185	12 159	2 979	9 180	-30
Gibraltar	4 402	3 321	1 081	4 522	3 899	623	-3
Greece	30 280	24 512	5 768	29 043	23 072	5 971	4
Iceland	2 553	2 116	437	1 815	1 815	—	41
London – Reykjavik	1 390	1 243	147	955	955	—	46
Glasgow – Reykjavik	873	873	—	860	860	—	2
Other Routes	290	—	290	—	—	—	—

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	119 535	118 012	1 523	114 312	113 102	1 210	5
London – Cork	10 469	10 469	—	10 442	10 442	—	—
– Dublin	62 049	61 919	130	58 873	58 585	288	5
– Shannon	7 066	7 066	—	6 996	6 996	—	1
Manchester – Dublin	11 527	11 508	19	9 839	9 839	—	17
Birmingham – Dublin	8 660	8 641	19	8 242	8 239	3	5
Glasgow – Dublin	4 928	4 928	—	4 346	4 346	—	13
Liverpool – Dublin	1 202	1 202	—	4 455	4 447	8	-73
Leeds/Bradford – Dublin	2 132	2 129	3	1 739	1 739	—	23
Edinburgh – Dublin	2 455	1 593	862	1 260	1 260	—	95
Bristol – Dublin	2 197	2 197	—	1 479	1 479	—	49
Other Routes	6 850	6 360	490	6 641	5 730	911	3
Italy	141 642	61 754	79 888	110 160	54 803	55 357	29
London – Genoa (g)	—	—	—	995	—	995	—
– Milan	37 620	21 406	16 214	34 500	19 646	14 854	9
– Rimini (g)	—	—	—	—	—	—	—
– Rome	34 721	26 913	7 808	29 102	22 573	6 529	19
– Venice	7 942	2 135	5 807	5 015	1 765	3 250	58
– Other Italy	20 399	8 603	11 796	18 142	8 995	9 147	12
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	24 275	—	24 275	14 813	—	14 813	64
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	5 529	—	5 529	—	—	—	—
Other Routes	11 156	2 697	8 459	7 593	1 824	5 769	47
Luxembourg	4 293	4 255	38	4 025	4 025	—	7
London – Luxembourg	4 255	4 255	—	3 950	3 950	—	8
Other Routes	38	—	38	75	75	—	-49
Netherlands	136 677	134 549	2 128	127 352	126 115	1 237	7
London – Amsterdam	79 022	78 123	899	76 780	76 460	320	3
– Rotterdam	15 213	15 213	—	16 072	16 072	—	-5
Other S.E. England – Netherlands	6 601	6 502	99	5 598	5 474	124	18
Manchester – Amsterdam	9 469	9 468	1	8 656	8 656	—	9
Other Routes	26 372	25 243	1 129	20 246	19 453	793	30
Norway	40 506	26 805	13 701	39 913	25 984	13 929	1
London – Oslo	18 843	14 141	4 702	14 987	8 620	6 367	26
Other Routes	21 663	12 664	8 999	24 926	17 364	7 562	-13
Portugal	19 147	13 848	5 299	19 149	14 042	5 107	—
London – Lisbon	11 528	10 272	1 256	11 371	9 250	2 121	1
Other Routes	7 619	3 576	4 043	7 778	4 792	2 986	-2
Soviet Union and Eastern Europe (b)	21 917	17 874	4 043	20 780	14 965	5 815	5
London – Moscow	7 073	6 431	642	6 058	5 113	945	17
– Prague	1 470	1 470	—	1 392	1 392	—	6
Other Routes	13 374	9 973	3 401	13 330	8 460	4 870	—

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	189 996	67 773	122 223	200 588	69 733	130 855	-5
London – Barcelona	15 283	12 487	2 796	15 728	11 755	3 973	-3
– Ibiza	703	703	—	585	585	—	20
– Madrid	30 355	25 077	5 278	31 332	25 808	5 324	-3
– Malaga	18 425	10 127	8 298	17 935	10 459	7 476	3
– Palma	20 532	6 980	13 552	24 832	7 518	17 314	-17
– Other Spain	26 423	11 664	14 759	26 333	12 757	13 576	—
Luton – Alicante	5 526	—	5 526	5 070	—	5 070	9
– Barcelona	—	—	—	—	—	—	—
– Gerona	900	—	900	2 053	—	2 053	-56
– Ibiza	—	—	—	—	—	—	—
– Palma	5 061	—	5 061	7 319	—	7 319	-31
– Other Spain	9 096	—	9 096	7 327	—	7 327	24
Other S.E. England – Spain	187	—	187	48	—	48	—
Manchester – Barcelona	—	—	—	96	—	96	—
– Palma	7 301	—	7 301	9 851	—	9 851	-26
Other N. England – Spain	22 501	356	22 145	22 737	848	21 889	-1
Scotland – Spain	10 819	—	10 819	9 108	—	9 108	19
Other Routes	16 884	379	16 505	20 234	3	20 231	-17
Sweden	34 774	17 693	17 081	35 431	15 734	19 697	-2
London – Stockholm	17 557	12 157	5 400	18 644	10 379	8 265	-6
Other Routes	17 217	5 536	11 681	16 787	5 355	11 432	3
Switzerland	102 990	72 628	30 362	100 402	70 009	30 393	3
London – Basle	6 265	5 187	1 078	4 857	4 625	232	29
– Geneva	44 449	28 053	16 396	45 282	29 126	16 156	-2
– Zurich	42 707	32 561	10 146	40 739	31 372	9 367	5
Luton – Switzerland	2 087	—	2 087	4 522	179	4 343	-54
Other Routes	7 482	6 827	655	5 002	4 707	295	50
Yugoslavia	8 505	6 678	1 827	7 165	5 879	1 286	19
London – Dubrovnic	559	—	559	586	—	586	-5
– Ljubljana	1 644	1 301	343	1 106	1 106	—	49
Luton – Yugoslavia	—	—	—	6	—	6	—
Other Routes	6 302	5 377	925	5 467	4 773	694	15
Other Europe	53 120	34 643	18 477	49 644	35 041	14 603	7
WESTERN HEMISPHERE							
Canada	69 137	58 313	10 824	72 930	61 146	11 784	-5
London – Montreal	11 942	11 942	—	13 224	12 926	298	-10
– Toronto	26 891	21 081	5 810	28 081	22 326	5 755	-4
– Other Canada	16 598	14 557	2 041	16 116	14 636	1 480	3
Other U.K. – Montreal	1 631	1 631	—	2 041	2 041	—	-20
– Toronto	10 038	7 418	2 620	11 686	7 699	3 987	-14
Other Routes	2 037	1 684	353	1 782	1 518	264	14

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	271 702	245 578	26 124	229 203	198 577	30 626	19
London – New York	121 664	112 593	9 071	90 575	75 944	14 631	34
– Other East Coast USA	62 737	61 153	1 584	60 097	58 139	1 958	4
– Chicago and Detroit	23 745	21 378	2 367	23 668	20 376	3 292	—
– West Coast USA	47 704	38 196	9 508	43 943	37 281	6 662	9
– Other USA	7 801	5 922	1 879	2 629	1 066	1 563	—
Other UK – New York	5 815	5 441	374	6 707	5 651	1 056	–13
Other Routes	2 236	895	1 341	1 584	120	1 464	41
West Atlantic and Caribbean Islands	23 376	22 526	850	21 455	20 411	1 044	9
Central and South America	11 132	10 973	159	9 665	8 928	737	15
REST OF THE WORLD							
Canary Islands	46 948	5 342	41 606	45 459	4 457	41 002	3
North Africa (c)	21 593	15 110	6 483	19 404	12 426	6 978	11
East Africa (d)	13 976	12 381	1 595	14 491	12 186	2 305	–4
Central Africa (e)	7 652	7 581	71	7 418	7 418	—	3
West Africa (d)	28 978	27 238	1 740	22 360	20 392	1 963	30
South Africa	28 379	28 379	—	31 863	30 877	986	–11
Middle East (f)	142 546	139 573	2 973	107 936	107 538	398	32
India	25 760	25 654	106	26 192	26 192	—	–2
Pakistan	11 040	11 040	—	11 130	11 130	—	–1
Far East	54 903	51 824	3 079	61 461	57 407	4 054	–11
Australia and New Zealand	28 312	27 896	416	37 513	37 513	—	–25
Other Routes n.e.i.	53 776	9 771	44 005	36 877	9 357	27 520	46
ALL ROUTES	2 250 640	1 724 479	526 161	2 124 746	1 614 546	510 200	6

London includes Heathrow, Gatwick and Stansted.

S.E. England includes London, Luton, Lydd, Manston 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.

Cargo by Type and Nationality of Operator January 1978

Table 19

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	8 415.7	0.2	15.5	721.0	1 482.2	27.0	57.4	6.0	—	1 891.3	4 184.7	17.0	13.4
+ Heathrow	33 428.7	5 780.9	5 912.7	112.1	234.7	8 630.6	12 264.2	98.7	33.8	82.8	111.3	80.8	86.1
+ Luton	504.6	—	—	5.7	—	1.3	—	—	8.1	119.0	159.0	113.3	98.2
+ Southend	618.0	—	—	192.0	193.0	—	—	—	—	9.0	164.0	10.0	50.0
+ Stansted	2 308.9	—	—	—	—	—	—	—	—	249.3	1 495.8	50.5	513.3
TOTAL (London Area)	45 275.9	5 781.1	5 928.2	1 030.8	1 909.9	8 658.9	12 321.6	104.7	41.9	2 351.4	6 114.8	271.6	761.0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	490.8	50.0	92.7	25.1	26.5	—	—	9.4	32.7	69.6	181.4	3.2	0.2
+ Belfast	998.4	75.8	139.8	178.4	39.4	4.0	4.4	—	—	496.9	47.1	0.4	12.2
+ Benbecula	16.5	11.7	3.6	1.0	0.2	—	—	—	—	—	—	—	—
+ Birmingham	395.5	69.1	56.6	20.0	9.5	54.9	139.5	—	—	1.4	13.5	28.0	3.0
+ Blackpool	293.2	—	—	2.9	25.9	—	—	—	—	5.4	259.0	—	—
+ Bournemouth	524.6	—	—	264.0	254.8	—	—	—	—	5.8	—	—	—
+ Bristol	40.9	8.7	5.7	3.2	1.3	11.0	8.7	—	—	—	2.3	—	—
+ Cambridge	9.0	—	—	—	—	—	—	—	—	—	—	7.0	2.0
+ Cardiff	23.8	1.0	16.9	2.5	0.8	—	2.6	—	—	—	—	—	—
+ Coventry	2.0	—	—	—	—	—	—	—	—	—	2.0	—	—
+ East Midlands	505.0	0.7	—	53.5	91.7	0.6	—	—	—	53.6	231.2	22.4	51.3
+ Edinburgh	88.8	22.0	25.3	20.3	17.0	2.2	1.5	—	—	—	—	0.5	—
+ Exeter	24.9	—	—	6.0	18.9	—	—	—	—	—	—	—	—
+ Glasgow	1 061.9	456.8	219.1	32.9	16.9	131.3	171.2	—	—	15.1	18.6	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Inverness	22.5	2.3	20.2	—	—	—	—	—	—	—	—	—	—
+ Islay	8.1	—	—	3.9	4.2	—	—	—	—	—	—	—	—
+ Isle of Man	185.1	72.3	22.6	80.7	9.5	—	—	—	—	—	—	—	—
+ Isles of Scilly	5.9	4.6	1.3	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	34.2	25.8	6.6	0.6	1.2	—	—	—	—	—	—	—	—
+ Leeds/Bradford	23.1	5.2	4.6	4.8	5.2	1.8	1.4	—	—	0.1	—	—	—
+ Liverpool	186.2	16.3	55.8	—	—	8.6	4.6	—	—	4.1	—	2.3	94.5
+ Lydd	300.6	—	—	105.8	194.8	—	—	—	—	—	—	—	—
+ Manchester	2 639.9	237.9	206.4	6.8	8.5	659.7	1 067.5	—	—	0.3	413.0	10.9	28.9
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	63.3	8.5	16.6	20.3	17.9	—	—	—	—	—	—	—	—
+ Norwich	37.9	—	—	14.2	22.3	—	—	—	—	0.4	0.7	—	0.3
+ Penzance Heliport	5.9	1.3	4.6	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 373.6	455.7	207.8	2.7	0.2	379.0	150.1	—	—	51.0	6.1	98.2	23.8
+ Southampton	161.9	2.1	13.8	16.4	63.6	—	—	—	—	—	28.5	—	37.5
+ Stornoway	28.1	24.5	2.4	0.2	0.9	—	—	—	—	0.1	—	—	—
+ Sumburgh	142.9	45.6	5.8	—	—	—	—	10.6	19.2	29.9	31.2	0.6	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	23.5	—	—	7.8	15.6	—	—	—	—	—	0.1	—	—
+ Tiree	0.6	—	—	0.6	—	—	—	—	—	—	—	—	—
+ Wick	24.7	3.2	1.1	0.4	0.2	—	—	—	—	15.3	4.5	—	—
TOTAL (Incl. London Area)	55 019.2	7 382.2	7 057.5	1 905.8	2 756.9	9 912.0	13 873.1	124.7	93.8	3 100.4	7 353.0	445.1	1 014.7
Channel Islands Airports													
+ Alderney	17.7	—	—	15.2	2.5	—	—	—	—	—	—	—	—
+ Guernsey	582.1	5.4	2.0	124.8	70.9	—	—	—	—	143.4	235.6	—	—
+ Jersey	570.7	42.7	28.9	314.6	179.3	0.5	—	—	—	3.4	1.3	—	—
TOTAL (Channel Islands Airports)	1 170.5	48.1	30.9	454.6	252.7	0.5	—	—	—	146.8	236.9	—	—

Cargo January 1978

Table 20

Total Compared with One Year Earlier

	International				Domestic				1978		1977		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Passenger	Cargo
London Area Airports	Passenger Tonnes	Cargo	Passenger Tonnes	Cargo	Passenger Tonnes	Cargo	Passenger Tonnes	Cargo	Passenger Tonnes	Cargo	Passenger Tonnes	Cargo	Passenger Tonnes	Cargo
+ Gatwick	990	934	28	5 923	140	239	—	162	1 158	7 258	999	5 900	15.9	23.0
+ Heathrow	18 622	13 454	60	434	342	517	—	—	19 024	14 405	17 369	15 116	9.5	-4.7
+ Luton	—	1	138	346	—	6	—	13	138	366	165	244	-16.4	50.0
+ Southend	385	—	233	—	—	—	—	—	618	—	744	—	-17.0	—
+ Stansted	—	—	305	2 004	—	—	—	—	305	2 004	401	1 540	-24.0	30.1
TOTAL (London Area)	19 997	14 389	764	8 707	482	762	—	175	21 243	24 033	19 678	22 799	7.9	5.4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	33	—	192	25	161	—	66	12	452	37	384	73	17.7	-49.4
+ Belfast	8	—	—	61	319	114	—	497	327	672	316	565	3.4	18.9
+ Benbecula	—	—	—	—	17	—	—	—	17	—	13	—	30.7	—
+ Birmingham	189	111	19	27	50	—	—	—	258	138	201	—	28.3	—
+ Blackpool	6	—	—	6	23	1	—	259	28	265	42	—	—	—
+ Bournemouth	—	—	—	—	2	517	—	6	2	523	2	408	—	28.8
+ Bristol	28	2	—	2	9	—	—	—	37	4	38	—	-2.7	—
+ Cambridge	—	—	9	—	—	—	—	—	9	—	—	—	—	—
+ Cardiff	15	—	—	—	9	—	—	—	24	—	17	6	41.1	—
+ Coventry	—	—	—	2	—	—	—	—	—	2	2	—	—	—
+ East Midlands	32	41	1	307	58	16	—	51	91	415	84	195	8.3	—
+ Edinburgh	16	—	—	—	72	—	—	—	87	—	114	—	-23.7	—
+ Exeter	3	—	—	—	22	—	—	—	25	—	33	—	-24.3	—
+ Glasgow	137	235	—	17	185	471	1	15	323	738	411	840	-21.6	-12.2
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Inverness	—	—	—	—	22	—	—	—	22	—	31	—	-29.1	—
+ Islay	—	—	—	—	8	—	—	—	8	—	3	—	—	—
+ Isle of Man	2	—	—	—	73	110	—	—	76	110	103	105	-27.2	4.7
+ Isles of Scilly	—	—	—	—	6	—	—	—	6	—	4	—	50.0	—
+ Kirkwall	—	—	—	—	34	—	—	—	34	—	42	—	-19.1	—
+ Leeds/Bradford	11	—	—	—	13	—	—	—	24	—	24	—	—	—
+ Liverpool	13	8	—	96	18	48	—	4	31	166	136	954	-77.3	-83.7
+ Lydd	1	300	—	—	—	—	—	—	1	300	—	314	—	-4.6
+ Manchester	615	1 453	—	88	118	41	—	365	693	1 947	581	1 879	19.2	3.6
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	32	—	—	—	31	—	—	—	63	—	58	—	8.6	—
+ Norwich	23	—	—	1	13	—	—	—	36	1	34	—	5.8	—
+ Penzance Heliport	—	—	—	—	6	—	—	—	6	—	4	—	50.0	—
+ Prestwick	123	907	—	171	11	155	—	6	134	1 239	95	865	41.0	43.2
+ Southampton	—	4	—	66	86	5	—	—	86	75	73	—	17.8	—
+ Stornoway	—	—	—	—	28	—	—	—	28	—	30	—	-6.7	—
+ Sumburgh	—	—	43	13	52	—	33	3	128	16	122	—	4.9	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	1	—	—	—	21	—	—	—	22	—	17	4	29.4	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	—	5	—	20	—	25	—	4	—	—	—
TOTAL (Incl. London Area)	21 243	17 450	1 028	9 588	1 955	2 240	120	1 393	24 346	30 671	22 697	29 004	7.2	5.7
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	18	—	17	—	5.8	—
+ Guernsey	—	—	—	—	—	—	—	—	582	—	531	—	9.6	—
+ Jersey	—	—	—	—	—	—	—	—	571	—	573	—	-0.4	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 171	—	1 121	—	4.4	—

All Scheduled Services January 1978

Table 21.1

											Tonne-kilometres used			
	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)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	17 643	15 314	29 688	1 017 775	3 690 151	2 203 654	59.7	10 672	441 201	255 947	10 976	41 543	203 426	58.0
British Airways Helicopters	6	102	34	1 545	199	94	47.3	7	13	8	—	—	8	63.9
British Caledonian Airways	2 720	2 431	4 427	94 159	394 126	216 941	55.0	1 219	48 638	24 050	327	4 539	19 184	49.4
Air Anglia	671	1 802	1 930	24 803	26 395	11 355	43.0	83	2 686	1 178	—	42	1 136	43.9
Air Wales	26	121	85	320	225	70	31.3	—	17	7	—	—	7	40.7
Aurigny Air Services	59	1 136	340	9 432	832	480	57.7	74	79	42	—	4	38	53.7
British Air Ferries	154	626	596	10 224	4 877	2 327	47.7	368	606	317	—	105	212	52.3
British Island Airways	208	966	805	20 941	10 382	4 707	45.3	131	955	428	1	27	400	44.8
British Midland Airways	291	1 008	975	24 343	21 035	8 287	39.4	110	1 672	687	—	41	647	41.1
Brymon Airways	29	169	144	1 113	410	185	45.1	5	37	16	—	1	15	43.0
Dan-Air Services	333	1 084	1 065	19 047	20 104	8 172	40.6	—	1 511	614	—	—	614	40.7
Haywards Aviation	7	56	64	40	52	9	17.0	2	5	1	—	—	1	20.2
Intra Airways	12	134	67	1 680	485	157	32.4	—	41	12	—	—	12	29.0
Laker Airways	356	64	464	17 841	121 813	99 267	81.5	—	12 360	9 927	—	—	9 927	80.3
Loganair	101	1 300	540	5 775	1 085	550	53.8	—	100	50	—	—	50	50.0
TOTAL Passenger Services	22 618	26 313	41 223	1 249 038	4 292 170	2 556 257	59.6	12 671	509 919	293 284	11 305	46 302	235 675	57.5
Cargo Services														
British Airways	1 119	639	1 662	—	—	—	—	4 655	28 798	17 034	390	16 646	—	59.2
British Caledonian Airways	173	86	248	—	—	—	—	639	5 835	2 565	148	2 416	—	44.0
Air Freight	26	125	354	—	—	—	—	265	87	55	—	55	—	83.6
Air-Bridge Carriers	8	52	28	—	—	—	—	297	64	40	—	40	—	62.7
British Island Airways	87	277	318	—	—	—	—	572	401	191	25	166	—	47.5
Intra Airways	22	114	106	—	—	—	—	289	87	64	—	64	—	73.5
TOTAL Cargo Services	1 434	1 293	2 717	—	—	—	—	6 716	35 271	19 948	563	19 387	—	56.6
GRAND TOTAL	24 052	27 606	43 940	1 249 038	4 292 170	2 556 257	59.6	19 387	545 190	313 232	11 867	65 689	235 675	57.5

International Scheduled Services January 1978

Table 21.2

											Tonne-kilometres used				
	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)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways	15 625	9 814	24 174	742 479	3 493 604	2 088 654	59.8	9 759	423 029	245 817	10 903	41 294	193 617	58.1	
British Caledonian Airways	2 323	1 584	3 507	65 190	358 466	203 096	56.7	924	45 145	22 831	323	4 495	18 013	50.6	
Air Anglia	460	890	1 209	15 867	20 228	8 006	39.6	83	2 069	843	—	42	801	40.7	
Air Wales	10	40	24	36	79	14	17.1	—	7	1	—	—	1	19.7	
Aurigny Air Services	59	1 136	340	9 432	832	480	57.7	74	79	42	—	4	38	53.7	
British Air Ferries	154	626	596	10 224	4 877	2 327	47.7	368	606	317	—	105	212	52.3	
British Island Airways	116	453	448	8 796	5 793	2 571	44.4	24	533	228	—	9	218	42.7	
British Midland Airways	130	351	409	6 756	9 504	3 161	33.3	37	746	263	—	16	247	35.2	
Brymon Airways	18	85	89	371	221	90	40.6	1	19	8	—	—	7	39.3	
Dan-Air Services	200	425	570	8 560	12 195	4 453	36.5	—	917	335	—	—	335	36.5	
Intra Airways	11	132	64	1 641	463	146	31.4	—	39	11	—	—	11	28.1	
Laker Airways	356	64	464	17 841	121 813	99 267	81.5	—	12 360	9 927	—	—	9 927	80.3	
TOTAL Passenger Services	19 462	15 600	31 894	887 193	4 028 074	2 412 264	59.9	11 269	485 547	280 622	11 226	45 966	223 427	57.8	
Cargo Services															
British Airways	1 090	578	1 570	—	—	—	—	4 103	28 279	16 749	389	16 362	—	59.2	
British Caledonian Airways	152	50	205	—	—	—	—	626	5 666	2 452	35	2 416	—	43.3	
Air Freight	26	125	354	—	—	—	—	265	87	55	—	55	—	63.6	
British Island Airways	41	85	142	—	—	—	—	141	186	84	—	84	—	45.3	
Intra Airways	4	13	12	—	—	—	—	46	22	20	—	20	—	89.3	
TOTAL Cargo Services	1 313	851	2 283	—	—	—	—	5 182	34 240	19 360	424	18 938	—	56.5	
GRAND TOTAL	20 775	16 451	34 177	887 193	4 028 074	2 412 264	59.9	16 451	519 786	299 982	11 650	64 904	223 427	57.7	

Domestic Scheduled Services January 1978

Table 21.3

	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	2 018	5 500	5 513	275 296	196 547	115 000	58.5	913	18 172	10 130	73	249	9 809	55.7
British Airways Helicopters	6	102	34	1 545	199	94	47.3	7	13	8	—	—	8	63.9
British Caledonian Airways	397	847	920	28 969	35 660	13 846	38.8	295	3 493	1 219	4	44	1 171	34.9
Air Anglia	212	912	721	8 936	6 167	3 349	54.3	—	617	335	—	—	335	54.3
Air Wales	16	81	61	284	146	57	39.0	—	11	6	—	—	6	53.6
British Island Airways	92	513	357	12 145	4 589	2 136	46.6	107	422	200	1	18	182	47.5
British Midland Airways	161	657	566	17 587	11 531	5 127	44.5	73	926	425	—	25	400	45.8
Brymon Airways	11	84	55	742	189	95	50.3	4	18	8	—	—	8	46.9
Dan-Air Services	133	659	494	10 487	7 909	3 719	47.0	—	594	279	—	—	279	47.0
Haywards Aviation	7	56	64	40	52	9	17.0	2	5	1	—	—	1	20.2
Intra Airways	1	2	2	39	21	12	54.2	—	2	1	—	—	1	48.3
Loganair	101	1 300	540	5 775	1 085	550	50.7	—	100	50	—	—	50	50.0
TOTAL Passenger Services	3 155	10 713	9 329	361 845	264 096	143 993	54.5	1 402	24 372	12 662	78	336	12 248	52.0
Cargo Services														
British Airways	29	61	93					551	519	285	1	284		54.9
British Caledonian Airways	21	36	43					13	169	113	113	—		67.0
Air-Bridge Carriers	8	52	28					297	64	40	—	40		62.7
British Island Airways	47	192	176					430	215	106	25	82		49.4
Intra Airways	18	101	94					243	65	45	—	45		68.2
TOTAL Cargo Services	122	442	434					1 534	1 032	589	139	450		57.1
GRAND TOTAL	3 277	11 155	9 763	361 845	264 096	143 993	54.5	2 936	25 404	13 251	217	785	12 248	52.2

All Non-scheduled Services January 1978

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)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	610	365	1 083	25 365	93 960	72 557	77.2	842	13 313	7 779	1 001	6 778	58.4
British Airtours	841	331	1 206	38 339	158 660	99 814	62.9	—	14 469	8 807	—	8 807	60.9
British Airways Helicopters	446	2 858	2 229	28 571	9 460	4 740	50.1	145	921	405	25	380	44.0
British Caledonian Airways	997	522	1 512	36 211	87 382	69 605	79.7	1 949	22 335	16 164	10 010	6 164	72.4
Air Anglia	11	48	41	84	75	22	28.7	—	8	2	—	2	28.7
Air Faisal	81	32	180	—	—	—	—	483	1 394	1 168	1 168	—	83.8
Air Freight	38	121	181	1 440	656	453	69.0	62	116	70	37	32	60.1
Air-Bridge Carriers	128	183	325	—	—	—	—	981	1 888	935	935	—	49.5
Alidair	56	204	188	6 022	3 461	1 748	50.5	16	315	138	5	133	43.8
Bristow Helicopters	557	3 108	3 024	26 179	8 494	4 860	57.2	208	711	476	41	435	66.9
Britannia Airways	2 243	1 365	3 570	140 595	291 604	231 959	79.5	41	24 801	19 774	54	19 720	79.7
British Air Ferries	69	163	278	909	976	333	34.1	234	400	154	127	27	38.5
British Executive Air Services	94	3 451	588	15 858	1 316	432	32.8	28	131	42	1	41	32.1
British Island Airways	54	144	176	524	254	174	68.4	133	244	103	89	15	42.3
British Midland Airways	783	865	1 413	56 631	110 258	68 106	61.8	143	10 473	5 889	683	5 307	56.2
Dan-Air Services	3 085	2 562	5 569	178 121	319 679	261 586	81.8	186	38 365	31 080	10 183	20 897	81.0
General Aviation Services	5	16	25	—	—	—	—	26	18	7	7	—	40.5
International Aviation Service	1 195	377	1 712	—	—	—	—	4 501	45 132	28 105	28 105	—	62.3
Intra Airways	29	67	97	1 717	954	653	68.4	—	201	97	44	53	48.4
Invicta International Airlines	54	37	123	—	—	—	—	269	913	524	524	—	57.4
Laker Airways	1 458	511	2 539	55 248	285 662	214 081	74.9	—	28 659	21 103	—	21 103	73.6
Loganair	115	465	520	2 554	1 453	765	52.7	—	144	77	—	77	53.5
Management Aviation	79	998	401	3 612	747	374	50.1	3	72	30	—	30	41.7
Monarch Airlines	757	456	1 206	43 094	109 005	79 421	72.9	27	11 011	7 681	284	7 398	69.8
North Scottish Helicopters	139	3 622	694	10 865	556	417	75.0	—	43	35	—	35	81.4
Redcoat Air Cargo	80	30	172	—	—	—	—	205	1 407	865	865	—	61.5
Tradewinds Airways	685	234	1 133	—	—	—	—	3 009	22 844	11 831	11 831	—	51.8
Transmeridian Air Cargo	629	182	1 220	—	—	—	—	1 596	19 174	10 160	10 160	—	53.0
TOTAL	15 317	23 317	31 404	671 939	1 484 612	1 112 099	74.9	15 096	259 497	173 501	76 080	97 421	66.9
Class 5A Licence TOTAL	768	448	1 199	20 900	75 794	40 478	53.4	..	19 859	13 797	10 248	3 549	69.5
TOTAL Excludes 5A Licence	14 549	22 869	30 205	651 039	1 408 818	1 071 621	76.1	15 096	239 638	159 704	65 832	93 872	66.6

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services January 1978

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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	605	351	1 068	25 013	93 652	72 432	77.3	842	13 288	7 768	1 001	6 767	58.5
British Airtours	841	331	1 206	38 339	158 660	99 814	62.9	—	14 469	8 807	—	8 807	60.9
British Airways Helicopters	440	2 833	2 198	28 477	9 339	4 718	50.5	144	909	403	25	378	44.3
British Caledonian Airways	997	522	1 512	36 211	87 382	69 605	79.7	1 949	22 335	16 164	10 010	6 154	72.4
Air Anglia	3	4	9	12	21	9	42.9	—	2	1	—	1	42.9
Air Faisal	81	32	180	—	—	—	—	483	1 394	1 168	1 168	—	83.8
Air Freight	19	57	86	49	54	41	76.6	59	64	38	37	2	59.9
Air-Bridge Carriers	90	85	222	—	—	—	—	572	1 428	740	740	—	51.9
Alidair	17	93	73	2 521	1 093	484	44.3	—	80	38	—	38	47.9
Bristow Helicopters	557	3 108	3 204	26 179	8 494	4 860	57.2	208	711	476	41	435	66.9
Britannia Airways	2 243	1 365	3 570	140 595	291 604	231 959	79.5	41	24 801	19 774	54	19 720	79.7
British Air Ferries	60	137	246	384	776	158	20.3	234	367	140	127	13	38.2
British Executive Air Services	94	3 451	588	15 858	1 316	432	33.8	28	131	42	1	41	32.1
British Island Airways	27	68	88	197	146	93	63.4	5	121	53	45	8	43.7
British Midland Airways	593	457	984	38 473	94 141	59 829	63.6	51	8 816	5 196	535	4 661	58.9
Dan-Air Services	2 839	1 884	4 698	159 637	308 715	254 850	82.6	5	37 454	30 484	10 093	20 391	81.4
General Aviation Services	5	16	25	—	—	—	—	26	18	7	7	—	40.5
International Aviation Service	1 195	377	1 712	—	—	—	—	4 501	45 132	28 105	28 105	—	62.3
Intra Airways	27	63	90	1 537	822	569	69.2	—	190	91	44	47	47.6
Invicta International Airlines	54	37	123	—	—	—	—	269	913	524	524	—	57.4
Laker Airways	1 458	511	2 539	55 248	285 662	214 081	74.9	—	28 659	21 103	—	21 103	73.6
Management Aviation	79	998	401	3 612	747	374	50.1	3	72	30	—	30	41.7
Monarch Airlines	757	456	1 206	43 094	109 005	79 421	72.9	27	11 011	7 681	284	7 398	69.8
Redcoat Air Cargo	80	30	172	—	—	—	—	205	1 407	865	865	—	61.5
Tradewinds Airways	685	234	1 133	—	—	—	—	3 009	22 844	11 831	11 831	—	51.8
Transmeridian Air Cargo	629	182	1 220	—	—	—	—	1 596	19 174	10 160	10 160	—	53.0
TOTAL	14 475	17 682	28 374	615 436	1 451 628	1 093 730	75.3	14 265	255 785	171 688	75 698	95 990	67.1
Class 5A Licence TOTAL	759	422	1 168	20 375	75 594	40 303	53.3	..	19 826	13 783	10 248	3 535	69.5
TOTAL Excludes 5A licence	13 716	17 260	27 206	595 061	1 376 034	1 053 427	76.6	14 265	235 959	157 905	65 450	92 455	66.9

*Does not include cargo carried under Class 5 licences.

36 Domestic Non-Scheduled Services January 1978

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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	5	14	15	352	308	125	40.6	—	25	11	—	11	44.7
British Airways Helicopters	6	25	31	94	121	22	18.2	1	12	2	—	2	16.7
Air Anglia	8	44	32	72	54	13	23.3	—	5	1	—	1	23.3
Air Freight	19	64	95	1 391	602	411	68.4	3	53	32	1	31	60.3
Air-Bridge Carriers	38	98	103	—	—	—	—	409	461	195	195	—	42.2
Alldair	39	111	115	3 501	2 368	1 264	53.4	16	235	100	5	95	42.4
British Air Ferries	9	26	32	525	200	175	87.5	—	33	14	—	14	42.4
British Island Airways	27	76	88	327	108	81	75.1	128	123	50	43	7	40.9
British Midland Airways	190	408	429	18 158	16 117	8 277	51.4	91	1 657	693	47	646	41.8
Dan-Air Services	245	678	870	18 484	10 964	6 736	61.4	181	911	596	91	506	65.5
Intra Airways	2	4	7	180	132	83	63.1	—	11	7	—	7	61.4
Loganair	115	465	520	2 554	1 453	765	52.7	—	144	77	—	77	53.5
North Scottish Helicopters	139	3 622	694	10 865	556	417	75.0	—	43	35	—	35	81.4
TOTAL	842	5 635	3 030	56 503	32 984	18 370	55.7	831	3 711	1 812	382	1 430	48.8
Class 5A Licence TOTAL	9	26	32	525	200	175	87.5	..	33	14	—	14	42.4
TOTAL Excludes 5A Licence	833	5 609	2 998	55 978	32 784	18 195	55.5	831	3 678	1 798	382	1 416	48.9

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations January 1978

Table 23

	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											
British Airways	123	22	172	3 989	—	34 616	23 013	66·5	4 285	2 183	50·9
British Caledonian Airways	233	44	297	4 569	—	43 894	35 024	79·8	4 273	3 152	73·8
Dan-Air Services	100	24	135	2 541	—	18 887	16 522	87·5	1 509	1 321	87·6
Laker Airways	522	83	830	13 030	6 260	165 131	123 505	74·8	16 771	12 351	73·6
Monarch Airlines	10	3	14	125	—	1 769	648	36·7	172	59	34·1
TOTAL	990	176	1 448	24 254	6 260	264 296	198 713	75·2	27 009	19 066	70·6

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers January 1978

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	110	112	204	13 743	15 848	12 489	78·8	1 587	1 122	70·7	—	—
British Airtours	143	82	213	12 393	26 991	22 024	81·6	2 456	1 909	77·7	—	2 137
British Caledonian Airways	250	278	476	24 856	28 249	22 143	78·4	2 650	1 904	71·9	—	—
Britannia Airways	2 007	1 116	3 164	114 588	260 890	207 643	79·6	22 189	17 651	79·5	—	7 106
Dan-Air Services	1 843	1 456	3 207	132 981	216 592	179 754	83·0	17 325	14 386	83·0	—	—
Laker Airways	457	242	1 025	21 790	55 837	44 024	78·8	5 341	4 194	78·5	6 260	—
Monarch Airlines	498	338	817	33 374	70 136	57 112	81·4	6 856	5 176	75·5	—	—
TOTAL International Services	3 508	3 624	9 106	353 725	674 544	545 188	80·8	58 405	46 342	79·3	6 260	9 243
Domestic Services—Nil												
GRAND TOTAL	5 308	3 624	9 106	353 725	674 544	545 188	80·8	58 405	46 342	79·3	6 260	9 243

All Class 4 Licence Operations January 1978

Table 25.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of Available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	166	36	279	—	3 136	33 140	31 170	94.1	3 900	2 951	75.7
British Airtours	77	19	105	2 137	346	14 271	11 596	81.3	1 329	1 021	76.8
British Caledonian Airways	97	82	171	—	6 454	13 053	10 642	81.5	1 242	936	75.3
Britannia Airways	117	72	187	7 106	709	15 271	12 748	83.5	1 301	1 084	83.3
British Midland Airways	—	1	1	—	69	24	23	94.5	2	2	85.7
Dan-Air Services	455	217	691	—	18 662	58 194	48 619	83.5	4 655	3 889	83.5
Intra Airways	13	32	38	—	1 622	936	641	68.4	77	51	66.6
Laker Airways	160	114	275	—	7 435	14 384	10 680	74.3	1 293	971	75.1
Monarch Airlines	57	40	94	—	3 478	6 280	4 780	76.1	780	594	76.2
TOTAL	1 143	613	1 843	9 243	41 911	155 554	130 898	84.1	14 579	11 498	78.9

International Class 4 Licence Operations January 1978

Table 25.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of Available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	166	36	279	—	3 136	33 140	31 170	94.1	3 900	2 951	75.7
British Airtours	77	19	105	2 137	346	14 271	11 596	81.3	1 329	1 021	76.8
British Caledonian Airways	97	82	171	—	6 454	13 053	10 642	81.5	1 242	936	75.3
Britannia Airways	117	72	187	7 106	709	15 271	12 748	83.5	1 301	1 084	83.3
British Midland Airways	—	1	1	—	69	24	23	94.5	2	2	85.7
Dan-Air Services	454	215	690	—	18 569	58 171	48 596	83.5	4 653	3 887	83.5
Intra Airways	11	28	32	—	1 442	804	557	69.3	66	45	67.4
Laker Airways	160	114	275	—	7 435	14 384	10 680	74.3	1 293	971	75.1
Monarch Airlines	57	40	94	—	3 478	6 280	4 780	76.1	780	594	76.2
TOTAL	1 141	607	1 834	9 243	41 638	155 399	130 793	84.2	14 567	11 490	78.9

Domestic Class 4 Licence Operations January 1978

Table 25.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of Available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Dan-Air Services	—	2	2	—	93	23	22	96.9	2	2	97.2
Intra Airways	2	4	7	—	180	132	83	63.1	11	7	61.4
TOTAL	2	6	8	—	273	155	106	68.1	13	8	66.3

All Class 6 Licence Operations January 1978

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Caledonian Airways	259	68	349	1 115	9 162	6 530	71.3
Air Freight	4	18	20	45	13	10	76.6
Air-Bridge Carriers	128	183	325	982	1 888	935	49.5
Britannia Airways	10	8	19	42	116	58	50.4
British Air Ferries	49	106	204	218	323	122	37.7
Dan-Air Services	19	33	60	150	95	83	87.1
International Aviation Service	227	70	327	731	7 988	6 397	80.1
Redcoat Air Cargo	80	30	172	206	1 407	865	61.5
Tradewinds Airways	676	230	1 120	3 009	22 459	11 490	51.2
Transmeridian Air Cargo	430	128	831	1 191	13 771	7 284	52.9
TOTAL	1 882	874	3 426	7 689	57 221	33 773	59.0

International Class 6 Licence Operations January 1978

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Caledonian Airways	259	68	349	1 115	9 162	6 530	71.3
Air Freight	4	18	20	45	13	10	76.6
Air-Bridge Carriers	90	85	222	572	1 428	740	51.9
Britannia Airways	10	8	19	42	116	58	50.4
British Air Ferries	49	106	204	218	323	122	37.7
Dan-Air Services	2	2	4	5	7	4	53.4
International Aviation Service	227	70	327	731	7 988	6 397	80.1
Redcoat Air Cargo	80	30	172	206	1 407	865	61.5
Tradewinds Airways	676	230	1 120	3 009	22 459	11 490	51.2
Transmeridian Air Cargo	430	128	831	1 191	13 771	7 284	52.9
TOTAL	1 826	745	3 268	7 134	56 672	33 500	59.1

Domestic Class 6 Licence Operations January 1978

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	38	98	103	410	461	195	42.2
Dan-Air Services	17	31	56	145	88	79	89.6
TOTAL	55	129	158	554	549	274	49.8

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All Class 7 Licence Operations January 1978

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	446	2 858	2 229	28 571	9 460	4 740	50.1	145	921	405	25	380	44.0
Bristow Helicopters	557	3 108	3 024	26 179	8 494	4 860	57.2	208	711	476	41	435	66.9
British Executive Air Services	94	3 451	588	15 858	1 316	432	32.8	28	131	42	1	41	32.1
Management Aviation	79	998	401	3 612	747	374	50.1	4	72	30	—	30	41.7
North Scottish Helicopters	139	3 622	694	10 865	556	417	75.0	—	43	35	—	35	81.4
TOTAL	1 315	14 037	6 937	85 085	20 573	10 823	52.6	385	1 878	988	68	921	52.6

International Class 7 Licence Operations January 1978

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	440	2 833	2 198	28 477	9 339	4 718	50.5	144	909	403	25	378	44.3
Bristow Helicopters	557	3 108	3 024	26 179	8 494	4 860	57.2	208	711	476	41	435	66.9
British Executive Air Services	94	3 451	588	15 858	1 316	432	32.8	28	131	42	1	41	32.1
Management Aviation	79	998	401	3 612	747	374	50.1	4	72	30	—	30	41.7
TOTAL	1 170	10 390	6 212	74 126	19 896	10 384	52.2	384	1 823	951	67	884	52.2

Domestic Class 7 Licence Operations January 1978

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	6	25	31	94	121	22	18.2	1	12	2	—	2	16.7
North Scottish Helicopters	139	3 622	694	10 865	556	417	75.0	—	43	35	—	35	81.4
TOTAL	145	3 647	726	10 959	677	439	64.8	1	55	37	—	37	67.3

All Exempt Operations January 1978

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	162	167	354	2 364	5 099	2 200	43.1	843	2 630	1 160	967	193	44.1
British Airtours	11	2	15	375	2 103	2 087	99.2	—	191	180	—	180	93.9
British Caledonian Airways	104	36	146	332	2 186	1 796	82.2	834	3 766	2 828	2 667	161	75.1
Air Anglia	11	48	41	84	75	22	28.7	—	8	2	—	2	28.7
Air Faisal	81	32	180	—	—	—	—	483	1 394	1 168	1 168	—	83.8
Air Freight	23	75	115	1 440	656	453	69.0	17	66	40	8	32	61.2
Alldair	40	113	118	3 617	2 427	1 321	54.4	17	241	104	5	99	43.1
Britannia Airways	102	165	190	17 729	13 263	10 893	82.1	—	1 128	926	—	926	82.1
British Air Ferries	7	17	25	222	215	103	48.1	16	27	15	7	9	56.6
British Island Airways	30	84	102	524	254	174	68.4	133	138	59	45	16	42.9
British Midland Airways	254	478	547	24 005	25 779	13 978	54.2	143	2 552	1 197	113	1 085	46.9
Dan-Air Services	300	711	972	21 463	18 506	11 149	60.2	37	1 422	868	12	857	61.1
General Aviation Services	5	16	25	—	—	—	—	27	18	7	7	—	40.5
International Aviation Service	959	304	1 374	—	—	—	—	3 771	36 851	21 417	21 417	—	58.1
Invicta International Airlines	54	37	123	—	—	—	—	270	913	524	524	—	57.4
Laker Airways	318	72	409	6 733	50 310	35 872	71.3	—	5 254	3 587	—	3 587	68.3
Loganair	115	465	520	2 554	1 453	765	52.6	—	144	77	—	77	53.5
Monarch Airlines	44	20	66	1 176	5 888	2 605	44.2	27	783	559	284	275	71.4
Transmeridian Air Cargo	153	45	314	—	—	—	—	406	4 095	2 043	2 043	—	49.9
TOTAL	2 775	2 887	5 634	82 618	128 215	83 417	65.1	7 023	61 619	36 762	29 264	7 498	59.7

International Exempt Operations January 1978

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	157	153	339	2 012	4 791	2 075	43.3	843	2 606	1 149	967	182	44.1
British Airtours	11	2	15	375	2 103	2 087	99.2	—	191	180	—	180	93.9
British Caledonian Airways	104	36	146	332	2 186	1 796	82.2	834	3 766	2 828	2 667	161	75.1
Air Anglia	3	4	9	12	21	9	42.9	—	2	1	—	1	42.9
Air Faisal	81	32	180	—	—	—	—	483	1 394	1 168	1 168	—	83.8
Air Freight	4	11	20	49	54	41	76.6	14	13	8	7	2	64.9
Alidair	1	2	3	116	59	57	96.7	—	6	4	—	4	72.5
Britannia Airways	102	165	190	17 729	13 263	10 893	82.1	—	1 128	926	—	926	82.1
British Air Ferries	7	17	25	222	215	103	48.1	16	27	15	7	9	56.6
British Island Airways	3	8	13	197	146	93	63.4	5	15	9	1	8	59.6
British Midland Airways	64	70	118	5 847	9 662	5 701	59.0	52	896	504	65	439	56.3
Dan-Air Services	72	66	159	3 072	7 565	4 435	58.6	—	601	353	—	353	58.7
General Aviation Services	5	16	25	—	—	—	—	27	18	7	7	—	40.5
International Aviation Service	959	304	1 374	—	—	—	—	3 771	36 851	21 417	21 417	—	58.1
Invicta International Airlines	54	37	123	—	—	—	—	270	913	524	524	—	57.4
Laker Airways	318	72	409	6 733	50 310	35 872	71.3	—	5 254	3 587	—	3 587	68.3
Monarch Airlines	44	20	66	1 176	5 888	2 605	44.2	27	783	559	284	275	71.4
Transmeridian Air Cargo	153	45	314	—	—	—	—	406	4 095	2 043	2 043	—	49.9
TOTAL	2 145	1 060	3 528	37 872	96 263	65 767	68.3	6 747	58 557	35 283	29 156	6 127	60.3

Domestic Exempt Operations January 1978

Table 28.3

	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	5	14	15	352	308	125	40.6	—	25	11	—	11	44.7
Air Anglia	8	44	32	72	54	13	23.3	—	5	1	—	1	23.3
Air Freight	19	64	95	1 391	602	411	68.4	3	53	32	1	31	60.3
Alidair	39	111	115	3 501	2 368	1 264	53.4	17	235	100	5	95	42.4
British Island Airways	27	76	88	327	108	81	75.1	128	123	50	43	7	40.9
British Midland Airways	190	408	429	18 158	16 117	8 277	51.4	92	1 657	693	47	648	41.8
Dan-Air Services	228	645	813	18 391	10 941	6 713	61.4	36	821	516	11	504	62.8
Loganair	115	485	520	2 554	1 453	765	52.6	—	144	77	—	77	53.5
TOTAL	630	1 827	2 106	44 746	31 952	17 650	55.2	276	3 062	1 479	108	1 371	48.3

Class 5 Operations for UK Operators January 1978

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)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	373	167	540	16 000	70 536	36 590	51.9	..	6 419	3 231	—	—	3 231	50.3
British Caledonian Airways	3	1	4	—	—	—	—	..	115	115	—	115	—	100.0
Alidair	16	91	70	2 405	1 034	427	41.3	..	74	34	—	—	34	45.9
Britannia Airways	2	2	5	227	334	227	68.0	..	28	24	—	—	24	85.7
British Air Ferries	13	40	48	666	299	215	71.9	..	50	17	—	—	17	34.0
Dan-Air Services	345	112	474	1 517	3 573	3 007	84.2	..	13 049	10 330	—	10 089	241	79.2
Intra Airways	16	35	58	95	18	12	66.7	..	124	46	—	44	2	37.1
TOTAL	768	448	1 199	20 900	75 794	40 478	53.4	..	19 859	13 797	—	10 248	3 549	69.5

Class 5 Operations for Non-UK Operators January 1978

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)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	48	28	75	2 133	5 256	3 686	70.1	..	910	362	17	17	328	39.8
British Airtours	237	61	332	7 088	44 758	27 517	61.5	..	4 073	2 466	—	—	2 466	60.5
British Caledonian Airways	50	13	69	—	—	—	—	..	1 126	699	—	699	—	62.1
Air Freight	11	28	46	—	—	—	—	..	38	20	—	20	—	52.6
Britannia Airways	4	2	6	200	484	400	82.6	..	40	31	—	—	31	77.5
British Island Airways	24	60	75	—	—	—	—	..	106	44	1	43	—	41.5
British Midland Airways	528	386	865	32 557	84 455	54 105	64.1	..	7 918	4 690	—	470	4 220	59.2
Dan-Air Services	24	9	30	955	3 878	2 534	65.3	..	310	203	—	—	203	65.5
International Aviation Service	9	3	11	—	—	—	—	..	293	291	—	291	—	99.3
Monarch Airlines	147	55	216	4 941	24 933	14 276	57.3	..	2 420	1 294	—	—	1 294	53.5
Tredewinds Airways	9	4	13	—	—	—	—	..	385	341	—	341	—	88.6
Transmeridian Air Cargo	46	9	75	—	—	—	—	..	1 307	833	—	833	—	63.7
TOTAL	1 137	658	1 811	47 874	163 764	102 518	62.6	..	18 926	11 274	18	2 714	8 542	59.6

Aircraft Type and Utilisation — All Airlines January 1978

Table 30.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended December 1977	Daily Utilisation per Aircraft (hrs) Quarter ended December 1977
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	54	307	—	265	—	2 950	519	3	2.9
Aviation Traders Carvair	30	2	44	2	120	31	14	2	3.1
Aviation Traders Merchantman	439	—	491	—	851	—	—	6	5.2
AW650 Argosy	71	—	161	—	212	—	—	3	2.8
BAC 111-200	630	1 402	4	1 477	5	47 545	23 346	9	5.3
BAC 111-300/400	1 431	1 677	—	3 029	—	88 465	84 308	17	5.7
BAC 111-500	3 224	5 049	32	6 509	37	315 731	221 347	36	6.2
BAC/Aerospatiale Concorde	385	72	—	284	—	3 845	21 372	5	2.1
Bell 206 Jet Ranger	—	—	—	—	—	—	—	2	0.4
Bell 212 Twin	102	3 729	—	632	—	17 502	480	8	2.7
Boeing 707-120/120B	478	123	—	687	—	13 446	56 655	2	8.5
Boeing 707-320C/336	5 118	1 276	482	4 860	2 280	90 292	356 448	33	8.5
Boeing 707-420	1 188	492	—	1 756	—	51 965	129 010	9	6.7
Boeing 720/720B	437	182	—	633	—	18 736	49 379	3	7.9
Boeing 727-100	759	338	—	1 108	—	34 476	86 828	8	7.8
Boeing 737-200	2 243	1 357	8	3 552	19	140 595	231 959	16	8.0
Boeing 747-100	4 415	1 094	—	5 989	—	134 080	1 014 000	19	11.8
Boeing 747-200	675	148	—	878	—	24 088	181 750	3	12.4
Bristol Britannia 300	309	—	137	—	673	—	—	5	5.6
Britten-Norman Islander	105	1 373	—	545	—	4 237	300	11	1.7
Britten-Norman Trislander	175	1 591	—	903	—	13 464	1 439	14	2.7
Canadair CL 44	869	—	271	—	1 672	—	—	11	5.9
DC3 Dakota/Pionair	116	189	343	164	621	2 992	580	11	2.4
DH 106 Comet 4B/C	462	378	—	826	—	37 575	46 827	14	2.6
DHC 6 Twin-Otter	29	134	—	130	—	1 197	246	2	2.5
Fokker Friendship 100/600	533	1 292	—	1 476	—	21 657	10 219	8	6.1
Hawker Siddeley 121 Trident 1C	361	642	—	777	—	37 615	20 626	11	3.6
Hawker Siddeley 121 Trident 1E	327	475	—	667	—	35 593	23 265	4	5.4
Hawker Siddeley 121 Trident 2E	1 584	1 503	—	2 779	—	95 351	98 974	16	6.0
Hawker Siddeley 121 Trident 3B	1 775	2 504	—	3 601	—	211 996	144 196	25	3.2
HP Herald 100/200	547	1 672	491	1 497	570	32 351	7 493	21	4.2
HS 748	546	1 749	32	1 885	59	35 396	13 138	18	3.8
Lockheed L1011 Tristar	992	611	—	1 570	—	85 863	145 582	9	6.6
MBB BO 105	186	4 452	—	931	—	13 313	558	3	3.2
McDonnell-Douglas DC10-10	830	150	—	1 174	—	39 886	222 805	4	12.6
McDonnell-Douglas DC8-54F/55F	561	—	181	—	841	—	—	4	9.9
McDonnell-Douglas DC9-10 to 40	196	410	—	436	—	18 343	8 724	2	7.2
McDonnell-Douglas DC-10-30	580	190	—	759	—	13 482	85 466	4	12.0
Piper PA23 Aztec (and Apache)	4	28	—	28	—	16	4	2	0.5
Piper PA31 Navajo (All Series)	129	579	—	450	—	1 836	436	7	1.8
Sikorsky 58T	126	833	—	746	—	5 161	808	10	2.1
Sikorsky S61N	805	3 844	—	4 054	—	43 447	8 342	36	3.6
Vickers VC10	—	—	—	—	—	—	—	1	0.0
Vickers Super VC10	2 803	842	—	3 930	—	45 889	247 806	15	9.2
Vickers Viscount 700	56	198	6	182	6	6 022	1 748	4	2.4
Vickers Viscount 700D/800/810	946	3 554	13	3 297	7	105 442	32 145	28	4.0
Westland Wessex	48	974	—	342	—	4 257	210	4	2.7
Westland S55 Whirlwind	—	—	—	—	—	—	—	2	0.4
TOTAL	37 678	47 415	2 696	64 810	7 973	1 896 128	3 579 353	490	5.3

Aircraft Type and Utilisation—Individual Airlines Table 30.2

January 1978

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
British Airways									
HS 748	66	260	—	242	—	5 717	1 701	2	5.3
Vickers Viscount 700D/800/810	647	2 520	13	2 302	7	79 391	23 170	18	4.3
BAC 111-300/400	455	940	—	1 025	—	42 753	20 694	7	5.0
BAC 111-500	1 472	3 121	—	3 212	—	182 089	82 198	18	5.7
McDonnell-Douglas DC10-30	—	—	—	—	—	—	—	2	13.2
Hawker Siddeley 121 Trident 2E	1 584	1 503	—	2 779	—	95 351	98 974	16	6.0
Aviation Traders Merchantman	380	—	454	—	729	—	—	5	5.1
Hawker Siddeley 121 Trident 1C	361	642	—	777	—	37 615	20 626	11	3.6
Hawker Siddeley 121 Trident 3B	1 775	2 504	—	3 601	—	211 996	144 196	25	3.2
Hawker Siddeley 121 Trident 1E	327	475	—	667	—	35 593	23 265	4	5.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 803	842	—	3 930	—	45 889	247 806	15	9.2
Lockheed L1011 Tristar	992	611	—	1 570	—	85 863	145 582	9	6.6
Boeing 707-320C/336	2 063	468	217	1 858	1 079	25 447	134 235	11	10.7
Boeing 747-100	4 415	1 094	—	5 989	—	134 080	1 014 000	19	11.8
Boeing 747-200	675	148	—	878	—	24 088	181 750	3	12.4
BAC/Aerospatiale Concorde	385	72	—	284	—	3 845	21 372	5	2.1
TOTAL	18 400	15 200	684	29 114	1 815	1 009 717	2 169 566	171	6.4
British Airtours									
Boeing 707-420	1 187	492	—	1 756	—	51 965	129 010	9	6.7
British Airways Helicopters									
Sikorsky S61N	409	2 341	—	2 029	—	26 610	4 600	20	3.3
Sikorsky 58T	35	341	—	190	—	1 862	186	2	1.4
Bell 212 Twin	8	278	—	44	—	1 644	48	1	1.5
TOTAL	452	2 960	—	2 263	—	30 116	4 834	23	3.0
British Caledonian Airways									
BAC 111-200	520	1 223	4	1 237	5	38 932	17 529	7	5.6
BAC 111-500	810	1 113	32	1 589	37	56 673	46 857	9	6.1
Boeing 707-320C/336	1 980	313	164	1 802	757	21 283	136 695	9	10.8
McDonnell-Douglas DC-10-30	580	190	—	759	—	13 482	85 466	2	11.0
TOTAL	3 890	2 839	200	5 387	799	130 370	286 547	27	7.9
Air Anglia									
Fokker Friendship 100/600	533	1 292	—	1 476	—	21 657	10 219	8	6.1
Piper PA31 Navajo (All Series)	103	458	—	365	—	1 516	366	7	1.8
TOTAL	636	1 750	—	1 841	—	23 173	10 585	15	4.2
Air Faisal									
Bristol Britannia 300	81	—	32	—	180	—	—	2	2.7
Air Freight									
DC3 Dakota/Pionair	63	66	180	103	432	1 440	453	5	2.4
Air Wales									
Piper PA31 Navajo (All Series)	26	121	—	85	—	320	70	..	..

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
Air-Bridge Carriers									
HP Herald 100/200	6	—	37	—	19	—	—	—	—
AW650 Argosy	71	—	161	—	212	—	—	3	2.8
Aviation Traders Merchantman	59	—	37	—	122	—	—	1	5.7
TOTAL	136	—	235	—	353	—	—	4	3.5
Alidair									
Vickers Viscount 700	56	198	6	182	6	6 022	1 748	4	2.4
Aurigny Air Services									
Britten-Norman Trislander	53	1 005	—	302	—	8 812	451	6	2.8
Britten-Norman Islander	6	131	—	37	—	620	29	2	0.6
TOTAL	59	1 136	—	339	—	9 432	480	8	2.1
Bristow Helicopters									
Bell 206 Jet Ranger	—	—	—	—	—	—	—	2	0.1
Sikorsky S61N	396	1 503	—	2 025	—	16 837	3 742	16	4.1
Westland Wessex	48	974	—	342	—	4 257	210	4	2.7
Sikorsky 58T	59	324	—	392	—	2 135	389	6	2.2
Aerospatiale SA330J Puma	54	307	—	265	—	2 950	519	3	2.9
Westland S55 Whirlwind	—	—	—	—	—	—	—	2	0.4
TOTAL	557	3 108	—	3 024	—	26 179	4 860	33	3.0
Britannia Airways									
Boeing 737-200	2 243	1 357	8	3 552	19	140 595	231 959	16	8.0
British Air Ferries									
HP Herald 100/200	192	677	62	664	84	10 886	2 612	9	2.8
Aviation Traders Carvair	30	2	44	2	120	31	14	2	3.1
TOTAL	222	679	106	666	204	10 917	2 626	11	2.8
British Executive Air Services									
Bell 212 Twin	94	3 451	—	588	—	15 858	432	7	2.9
British Island Airways									
HP Herald 100/200	349	995	392	833	467	21 465	4 881	12	5.4
British Midland Airways									
Vickers Viscount 700D/800/810	285	989	—	950	—	24 206	8 292	8	3.7
McDonnell-Douglas DC9-10 to 40	196	410	—	436	—	18 343	8 724	2	7.2
Boeing 707-320C/336	583	446	—	967	—	37 917	59 208	6	4.7
TOTAL	1 065	1 845	—	2 353	—	80 466	76 224	16	4.6
Brymon Airways									
Britten-Norman Islander	15	85	—	75	—	329	55	1	2.5
DHC 6 Twin-Otter	15	84	—	69	—	784	130	1	3.4
TOTAL	29	169	—	144	—	1 113	185	2	2.9

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
		Passenger	Cargo	Passenger	Cargo				
Dan-Air Services									
HS 748	480	1 489	32	1 643	59	29 679	11 438	16	3.6
BAC 111-200	110	179	—	240	—	8 613	5 818	2	4.3
BAC 111-300/400	469	435	—	862	—	25 955	29 727	5	5.5
BAC 111-500	621	541	—	1 135	—	52 611	62 250	6	7.3
DH 106 Comet 4B/C	462	378	—	826	—	37 575	46 827	14	2.6
Boeing 727-100	759	338	—	1 108	—	34 476	86 828	8	7.8
Boeing 707-320C/336	492	49	101	233	444	5 645	26 311	5	5.6
TOTAL	3 393	3 409	133	6 047	503	194 554	269 198	56	4.5
General Aviation Services									
DC3 Dakota/Pionair	5	—	16	—	25	—	—	—	—
Haywards Aviation									
Britten-Norman Islander	4	28	—	36	—	24	5	1	0.6
Piper PA23 Aztec (and Apache)	4	28	—	28	—	16	4	2	0.5
TOTAL	7	56	—	64	—	40	9	3	0.5
International Aviation Service									
Bristol Britannia 300	93	—	38	—	198	—	—	1	7.7
McDonnell-Douglas DC8-54F/55F	430	—	135	—	584	—	—	2	16.2
TOTAL	523	—	173	—	782	—	—	3	13.0
Intra Airways									
DC3 Dakota/Pionair	47	123	147	61	164	1 552	127	6	2.3
Vickers Viscount 700D/800/810	15	45	—	45	—	1 845	683	2	1.6
TOTAL	62	168	147	106	164	3 397	810	8	2.2
Invicta International Airlines									
Bristol Britannia 300	54	—	37	—	123	—	—	1	3.3
Laker Airways									
BAC 111-300/400	507	302	—	1 142	—	19 757	33 888	5	7.1
McDonnell-Douglas DC10-10	830	150	—	1 174	—	39 886	222 805	4	12.6
Boeing 707-120/120B	478	123	—	687	—	13 446	56 655	2	8.5
Boeing 707-320C/336	—	—	—	—	—	—	—	1	—
TOTAL	1 814	575	—	3 003	—	73 089	313 348	12	9.1
Loganair									
Britten-Norman Trislander	122	586	—	601	—	4 652	988	8	2.7
Britten-Norman Islander	81	1 129	—	397	—	3 264	212	7	1.9
DHC 6 Twin-Otter	14	50	—	61	—	413	116	1	1.6
TOTAL	216	1 765	—	1 059	—	8 329	1 315	16	2.3
Management Aviation									
Sikorsky 58T	32	168	—	164	—	1 164	233	2	2.8
MBB BO 105	47	830	—	237	—	2 448	141	3	3.2
TOTAL	79	998	—	401	—	3 612	374	5	3.0

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
		Passenger	Cargo	Passenger	Cargo				
Monarch Airlines									
BAC 111-500	320	274	—	573	—	24 358	30 043	3	6.8
Boeing 720/720B	437	182	—	633	—	18 736	49 379	3	7.9
TOTAL	757	456	—	1 206	—	43 094	79 421	6	7.4
North Scottish Helicopters									
MBB BO 105	139	3 622	—	694	—	10 865	417	—	—
Redcoat Air Cargo									
Bristol Britannia 300	80	—	30	—	172	—	—	1	7.1
Tradewinds Airways									
Canadair CL 44	371	—	135	—	709	—	—	4	6.9
Boeing 707/320C/336	—	—	—	—	—	—	—	1	—
TOTAL	371	—	135	—	709	—	—	5	6.9
Transmeridian Air Cargo									
Canadair CL 44	498	—	136	—	963	—	—	7	5.2
McDonnell-Douglas DC8-54F/55F	131	—	46	—	257	—	—	2	5.9
TOTAL	629	—	182	—	1 220	—	—	9	5.3
GRAND TOTAL	37 678	47 415	2 696	64 810	7 973	1 896 128	3 579 353	490	5.3

Operations Subject to Variable Charge by Type of Licence for January 1978

Table 31

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	530 426	302 421	75 234	227 187	57.0
Class 2	27 009	19 065	—	19 065	70.5
Class 3	58 405	46 342	—	46 342	79.3
Class 4	14 579	11 498	—	11 498	78.8
Class 5A	19 859	13 797	10 248	3 549	69.4
Class 6	44 434	27 535	27 529	5	61.9
Class 7	1 658	891	66	830	53.7
TOTAL	696 371	421 550	113 078	308 477	60.5
Non-chargeable Operations					
Aircraft hired from Foreign Operators	35 269	22 457	14 163	8 294	63.6
Exempt Services	35 037	20 662	13 168	7 494	58.9
Class 5B	18 541	10 933	2 391	8 542	58.9
Small Aircraft Operations	522	242	6	236	46.3
TOTAL	89 369	54 295	29 728	24 566	60.7
GRAND TOTAL	785 740	475 845	142 806	333 043	60.5

Output by Type of Licence and Aircraft Ownership for January 1978

Table 32

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	530 728	147	14 315	545 190
Class 2	27 009	—	—	27 009
Class 3	58 405	—	—	58 405
Class 4	14 579	—	—	14 579
Class 6	44 434	—	12 787	57 221
Class 7	1 878	—	—	1 878
Exempt Services	35 037	18 800	7 782	61 619
TOTAL	712 071	18 947	34 884	765 902
Class 5A	19 859	—	—	19 859
Class 5B	18 541	—	385	18 926
TOTAL	38 400	—	385	38 785
GRAND TOTAL	750 471	18 947	35 269	804 687

Passenger Analysis by Type of Licence and Fare Category January 1978

Table 33.1

SCHEDULED

		Fare categories								Total	
		First Class	Normal Economy	Individual travel – only fares	Apex/ Iplex	Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	Passengers
Class 1	All	36 783	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 249 038
	International	36 783	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	887 193
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	361 845

NON-SCHEDULED

Table 33.2

		Fare Categories				Total Passengers
Licence Class		ABC	TGC	IT	Other	
Class 2	All	24 254	—	6 260	—	30 514
	International	24 254	—	6 260	—	30 514
	Domestic	—	—	—	—	—
Class 3	All	—	—	353 725	—	353 725
	International	—	—	353 725	—	353 725
	Domestic	—	—	—	—	—
Class 4	All	—	—	9 243	41 911	51 154
	International	—	—	9 243	41 638	50 881
	Domestic	—	—	—	273	273
Class 7	All	—	—	—	85 085	85 085
	International	—	—	—	74 126	74 126
	Domestic	—	—	—	10 959	10 959
Exempt	All	—	—	—	82 618	82 618
	International	—	—	—	37 872	37 872
	Domestic	—	—	—	44 746	44 746
TOTAL NON-SCHEDULED						
	All	24 254	—	369 228	209 614	603 096
	International	24 254	—	369 228	153 636	547 118
	Domestic	—	—	—	55 978	55 978

(a) Under revision.

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 charterer 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 to travel organisers and sales of seats to passengers have to be notified to the Civil Aviation Authority.

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 those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. 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.