

*Miss Esclaire*

**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including May 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 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

Tonne	=	1000 kilogrammes
Tonne-kilometres	=	The product obtained by multiplying the number of tonnes carried by the distance flown measured in kilometres

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

Civil Aviation Authority  
Room T415  
CAA House  
45/59 Kingsway  
London WC2B 6TE  
Tel. 01 379 7311 Ext. 2504

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

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

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

The series comprise:

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

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

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# Civil Aviation Statistics—May 1978

## Activity at UK Airports

Air transport movements during the month of May 1978 reached a level of 74 000 (7.2 per cent growth against May 1977); the proportion of all-freight movements was 5.1 per cent of the total. London area movements accounted for 36 000 (5.4 per cent growth as compared with the previous year). Only Luton reported a fall in traffic (18 fewer movements; 1.0 per cent decline). Gatwick reported 1189 additional movements (16.1 per cent growth), Heathrow 347 additional movements (1.5 per cent growth), Southend 244 additional movements (19.3 per cent growth) and Stansted 46 additional movements (12.8 per cent growth). Outside the London area, 9.0 per cent growth was reported (38 000 movements). Aberdeen reported the greatest increase in actual movements (1164 additional movements; 30.6 per cent growth), followed by Birmingham and Glasgow with 645 additional movements (34.0 per cent growth) and 635 additional movements (18.8 per cent growth) respectively. Manston and Bournemouth reported the heaviest falls in traffic with 75 fewer movements (52.4 per cent decline) and 72 fewer movements (8.9 per cent decline) respectively. Scheduled movements rose by 5.8 per cent and charter movements by 11.7 per cent. The UK operators' share of scheduled movements rose 1.1 percentage points to stand at 76.3 per cent of the total and their share of charter movements fell marginally to stand at 86.7 per cent.

The number of terminal passengers reported by UK airports in May 1978 was 4.4 million, which represented a growth of 12.0 per cent as compared with the same month in the previous year. London area passengers accounted for 3.1 million (10.9 per cent growth). Heathrow reported 149 413 additional passengers (7.2 per cent growth), Gatwick 141 949 additional passengers (26.0 per cent growth), Luton 9719 additional passengers (6.4 per cent growth), Southend 3709 additional passengers (17.4 per cent growth) and Stansted 3652 additional passengers (13.9 per cent growth). Outside the London area, 1.3 million passengers used UK airports (14.5 per cent growth as compared with May 1977). Manchester reported the greatest increase in passengers handled (59 655 additional passengers; 23.9 per cent growth), followed by Aberdeen and Birmingham with 30 464 additional passengers (41.0 per cent growth) and 26 695 additional passengers (30.4 per cent growth) respectively. Liverpool reported the heaviest fall in passengers handled (7582 fewer passengers; 23.9 per cent decline), followed by Prestwick and Kirkwall with 2388

fewer passengers (7.8 per cent decline) and 1281 fewer passengers (16.2 per cent decline) respectively. Passengers travelling on scheduled services rose by 10.0 per cent and those travelling on charter services rose by 18.5 per cent. The UK operators' share of the scheduled traffic rose 1.0 percentage points to stand at 64.7 per cent of the total and their share of charter traffic rose 2.2 percentage points to 79.9 per cent.

3.3 million passengers travelled on international services in May 1978 (14.5 per cent growth as compared with May 1977). Scheduled services carried 12.5 per cent more passengers and charter services 18.8 per cent more. The most heavily used scheduled routes were those to USA with 17.8 per cent of the total (39.1 per cent growth), followed by those to France and Germany with 11.2 per cent of the total (6.8 per cent growth) and 8.0 per cent of the total (7.2 per cent growth) respectively. Services to Spain carried 40.2 per cent of total charter passengers (43.3 per cent growth), services to Greece carried 7.9 per cent of the total (74.4 per cent growth) and those to Italy 7.8 per cent of the total (5.9 per cent growth).

During May 1978, air freight handled at UK airports amounted to 62 000 tonnes (3.2 per cent growth as compared with May 1977); 32 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased 4.7 per cent to 51 000 tonnes. Heathrow reported 3.4 per cent growth (1279 additional tonnes), Gatwick 14.0 per cent growth (1116 additional tonnes), Luton 9.3 per cent growth (34 additional tonnes) and Southend 45.9 per cent growth (210 additional tonnes). Stansted reported 14.7 per cent decline (357 fewer tonnes). Over the rest of the UK, tonnage declined by 3.0 per cent. Blackpool reported the greatest increase in tonnage handled (314 additional tonnes; more than four fold growth), followed by East Midlands and Aberdeen with 152 additional tonnes (49.4 per cent growth) and 145 additional tonnes (35.7 per cent growth) respectively. Manchester and Liverpool reported the heaviest falls in tonnage (599 fewer tonnes; 20.0 per cent decline and 288 fewer tonnes; 29.8 per cent decline) respectively. Freight carried on scheduled services rose 1.8 per cent and that carried on charter services rose 9.4 per cent. The UK operators' share of scheduled tonnage rose 2.8 percentage points to stand at 45.3 per cent of the total and their share of tonnage carried on charter services rose 8.9 percentage points to 89.3 per cent.



## **Output of UK Airlines**

The output of UK airlines for all services in May 1978 was 1031 million available tonne-kilometres, an increase of 22·2 per cent on May 1977.

The scheduled service output of 707·9 million available tonne-kilometres was 29·1 per cent higher than a year earlier. The overall load factor was 56·8 per cent compared with 54·8 the previous year. Seat-kilometres used were 58·0 per cent of those available. Seat factors on domestic and international scheduled services were 60·6 and 57·8 per cent respectively compared with 59·3 and 56·0 per cent a year earlier. The non-scheduled

output of 323·2 million available tonne-kilometres was 9·2 per cent higher than in May 1977. Advance Booking charters and Inclusive Tour charters accounted for 39·9 and 112·7 million available tonne-kilometres respectively compared with 49·6 and 98·5 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**

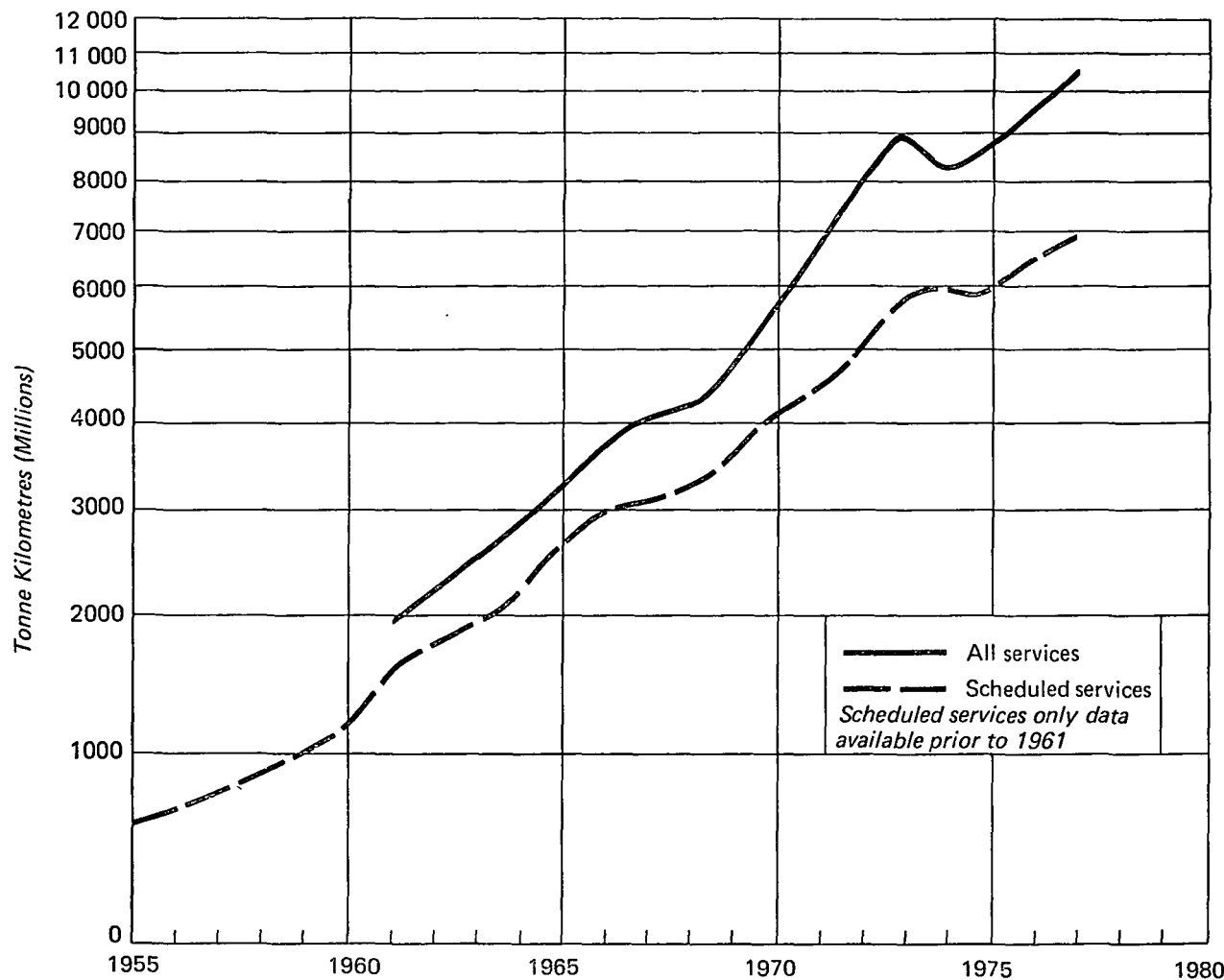
## Airports and Airlines Year ended 31 March 1978

<b>Airports</b>	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	23 596	50.61	100	100.00
Gatwick	6 755	14.49	98	49.39
Manchester	2 842	6.10	95	34.90
Luton	1 998	4.28	93	28.81
Glasgow	1 780	3.82	91	24.52
Birmingham	1 086	2.33	89	20.70
Belfast	1 059	2.27	86	18.38
Edinburgh	1 008	2.16	84	16.10
Aberdeen	997	2.14	82	13.94
Newcastle	629	1.35	80	11.80
Sumburgh	481	1.03	77	10.46
East Midlands	478	1.02	75	9.42
Prestwick	386	0.83	73	8.40
Isle of Man	332	0.71	70	7.57
Southampton	295	0.63	68	6.86
Stansted	291	0.62	66	6.23
Leeds/Bradford	282	0.61	64	5.60
Southend	250	0.54	61	5.00
Liverpool	238	0.51	59	4.46
Tees-side	231	0.50	57	3.95
Bristol	222	0.48	55	3.46
Cardiff	204	0.44	52	2.98
Other 22 Airports	1 185	2.54	50	2.54

<b>Airlines</b>	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	6 548	60.37	100	100.00
British Caledonian	966	8.91	97	39.63
Dan-Air Services	636	5.86	95	30.72
Laker Airways	564	5.19	92	24.85
I.A.S. Cargo Airlines	464	4.27	89	19.60
Britannia Airways	398	3.66	86	15.31
Transmeridian Air Cargo	261	2.40	84	11.64
British Airtours	249	2.29	81	9.24
Tradewinds Airways	217	1.99	78	6.95
British Midland Airways	207	1.90	76	4.96
Monarch Airlines	176	1.62	73	3.07
Air Anglia	34	0.31	70	1.46
British Island Airways	25	0.23	68	1.15
British Air Ferries	14	0.13	65	0.92
Alidair	11	0.10	62	0.79
Invicta International	4	0.04	59	0.69
Others (21 airlines)	74	0.68	57	0.69

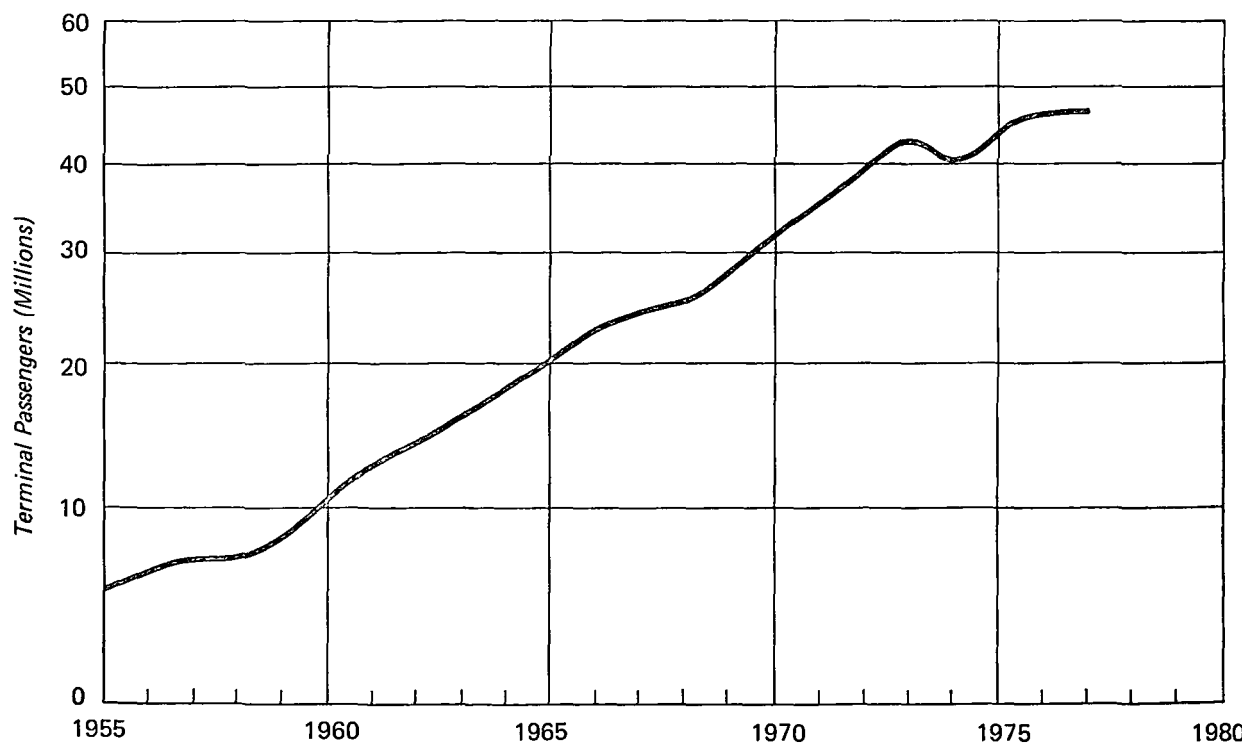
# Output of UK Airlines

Tonne-kilometres made available



## UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1978

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
<b>Year ended</b>						
May 1977	1 905	746	45 418	9 905	6 586	3 318
May 1978	1 929	790	47 642	11 238	7 400	3 838
<b>Latest year's growth (percentages)</b>						
	1.3	5.9	4.9	13.5	12.4	15.7
<b>Mean rates of growth (percentages) to 1977</b>						
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	21 172.1	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
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
1976 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
February	49.4	2 644.9	28.1	1 400.7	10.0	447.3	10.3	728.9	1.0	68.1
March	57.7	3 371.2	32.9	1 794.0	12.1	555.8	11.5	925.8	1.2	95.6
April	56.8	3 340.9	28.6	1 256.1	13.9	752.6	12.5	1 175.9	1.8	156.4
May	68.6	3 998.4	39.3	1 948.0	14.2	732.4	13.0	1 108.3	2.2	209.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9
December	56.1	3 043.9	31.5	1 576.8	12.5	497.5	10.8	885.9	1.2	83.7
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
March	65.8	3 782.2	36.8	1 931.4	15.9	733.2	11.4	984.1	1.8	133.4
April	64.5	3 878.9	37.8	1 982.0	13.5	692.2	11.5	1 072.0	1.7	132.7
May	73.6	4 478.3	42.2	2 174.3	15.9	892.1	13.1	1 188.1	2.4	223.9

# Movements at UK Airports by Purpose

**Table 4**

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (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	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
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	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
1976 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
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	159.6	64.5	56.8	7.6	95.2	72.3	13.8	9.1
May	190.6	77.1	68.6	8.4	113.5	83.7	17.0	12.9
October	149.1	70.0	61.6	8.4	79.1	58.6	11.0	9.5
November	144.2	65.6	58.9	6.7	78.6	53.1	16.6	8.8
December	122.7	62.3	56.1	6.2	60.4	41.5	11.2	7.7
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.8	13.2	9.7
March	160.4	73.0	65.8	7.2	87.4	64.8	13.5	9.1
April	172.0	70.8	64.5	6.3	101.3	72.0	17.4	11.9
May	192.3	81.2	73.6	7.6	111.2	83.2	17.1	10.9

# Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester 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	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
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
1976 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
February	25.2	0.9	1.3	2.1	7.5	3.5	5.3	0.5	1.4	1.9	4.6
March	28.7	1.0	1.6	2.4	9.3	4.0	6.3	0.6	1.7	2.1	5.8
April	27.9	1.8	1.8	2.1	8.1	4.0	5.8	0.5	2.6	2.1	8.5
May	33.9	1.4	2.0	3.0	9.8	4.6	7.7	0.6	2.8	2.8	9.4
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
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6
March	31.3	1.2	1.9	3.5	10.3	5.9	6.8	0.6	2.0	2.4	7.1
April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	2.8	8.7	0.7	2.9	2.9	10.0

**NOTE** Sumburgh & Swansea — No details supplied from April 1978

# 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 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
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
1976 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
977 January	2 170.1	13.4	28.0	70.4	273.9	45.2	237.4	15.0	16.1	86.0	66.6
February	1 896.9	17.4	33.9	72.2	245.5	42.7	226.3	15.1	18.6	76.2	72.3
March	2 389.7	23.7	45.5	88.8	329.7	53.2	297.1	16.8	34.1	92.7	122.1
April	2 444.0	49.4	57.0	69.0	242.6	46.2	272.9	16.5	61.8	81.6	158.1
May	2 820.6	29.7	58.4	108.1	367.8	59.3	377.2	13.9	60.4	103.2	194.8
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
November	2 229.7	24.4	43.7	84.7	296.8	72.3	253.8	10.8	25.7	80.4	95.9
December	2 213.1	20.7	32.4	72.6	282.3	64.6	229.8	9.8	22.9	95.6	83.0
1978 January	2 253.5	13.9	31.0	79.0	287.2	67.9	243.5	12.8	20.0	92.2	65.9
February	1 956.0	15.5	35.2	74.5	280.6	72.8	245.5	8.3	18.1	78.8	66.9
March	2 670.7	27.1	51.3	103.0	346.4	91.5	315.3	20.6	46.4	109.9	125.0
April	2 791.7	27.8	52.7	102.2	351.3	28.7	352.2	14.8	53.1	104.3	149.0
May	3 129.2	32.0	69.6	133.5	416.6	29.5	458.7	19.9	69.9	119.3	207.1

**NOTE** Sumburgh & Swansea — No details supplied from April 1978



# 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 Humbly Grove (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
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
1976 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
February	45.4	0.5	0.3	0.2	3.2	0.3	4.2	—	0.8	1.1	1.7
March	52.2	0.5	0.4	0.1	3.7	0.3	4.3	—	1.3	1.3	2.1
April	45.4	0.4	0.4	0.1	3.1	0.3	3.9	—	0.9	1.0	1.6
May	48.4	0.4	0.4	0.2	3.5	0.3	4.3	—	0.9	1.5	1.8
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.5	1.5
November	53.3	0.6	0.7	0.2	4.0	0.3	4.0	—	0.8	1.3	1.6
December	51.3	0.7	0.6	0.1	3.7	0.3	3.8	—	0.6	1.1	1.2
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3
March	53.9	0.6	0.5	0.1	3.6	0.3	3.8	—	1.2	1.6	2.0
April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.2	3.7	—	1.0	1.5	1.7

**NOTE** Sumburgh & Swansea — No details supplied from April 1978

# 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
1978 1st quarter	1 746.0	987.5	39.7	229.0	719.0	56.6	13 649.1	7 786.3	57.1
1976 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
February	468.5	256.4	12.0	64.8	179.6	54.7	3 568.5	1 956.4	54.8
March	557.0	326.2	13.8	79.0	233.4	58.6	4 246.1	2 546.5	60.0
April	488.1	255.4	11.7	55.5	188.2	52.3	3 773.3	2 065.5	54.7
May	548.4	300.5	12.4	66.0	222.0	54.8	4 308.5	2 423.5	56.3
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
February	539.3	298.7	12.8	78.2	207.7	55.4	4 200.7	2 246.2	53.5
March	661.5	375.6	15.0	85.1	275.6	56.8	5 156.2	2 983.8	57.9
April	637.4	367.9	13.9	83.0	270.9	57.7	5 003.2	2 936.5	58.6
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0

# 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
1978 1st quarter	78.5	42.6	0.7	2.6	39.2	54.3	815.3	464.4	57.0
1976 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
February	24.9	13.0	0.2	1.0	11.8	52.1	243.5	140.2	57.6
March	31.0	17.2	0.3	1.2	15.8	55.6	302.2	187.2	62.0
April	17.6	10.6	0.2	0.6	9.8	60.3	184.0	116.8	63.5
May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
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
February	24.5	12.8	0.2	0.8	11.8	52.4	254.0	139.7	55.0
March	28.6	16.5	0.3	1.0	15.2	57.7	297.2	180.7	60.8
April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	60.0
May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6

# 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
1978 1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
1976 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
February	443.5	243.3	11.8	63.9	167.7	54.9	3 325.1	1 816.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.7	11.5	54.9	178.4	52.0	3 589.3	1 948.7	54.3
May	515.4	281.7	12.2	64.9	204.6	54.6	3 960.7	2 217.2	56.0
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 347.3	56.3
December	620.2	366.4	19.0	86.8	260.6	59.1	4 776.1	2 823.3	59.1
1978 January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4
March	632.8	359.1	14.7	84.1	260.3	56.7	4 859.0	2 803.1	57.7
April	607.4	351.0	13.7	82.1	255.2	57.8	4 691.6	2 749.8	58.6
May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8

# 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
1978 1st quarter	783.5	31.0	192.8	7.6	104.5	4.1	486.3	19.2
1976 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
February	200.7	30.0	54.4	8.1	19.7	2.9	126.6	18.9
March	255.7	31.5	66.8	8.2	29.1	3.6	159.8	19.7
April	280.7	36.5	92.4	12.0	47.3	6.1	141.1	18.4
May	296.0	35.1	98.5	11.7	64.6	7.7	132.9	15.7
October	332.4	36.3	104.7	11.4	59.7	6.5	168.1	18.4
November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0
December	274.8	29.9	55.2	6.0	49.4	5.4	170.2	18.5
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	235.8	30.4	54.7	7.1	21.8	2.8	159.4	20.6
March	288.2	30.4	79.7	8.4	41.1	4.3	167.4	17.6
April	310.5	32.8	88.9	9.4	45.3	4.8	176.3	18.6
May	323.2	31.3	112.7	11.0	59.0	5.7	151.5	14.7

# 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
1978 1st quarter	2 223.2	1 913.7	86.1	1 235.4	11 775	17 327	1 472	1 549
1976 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
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 506
March	753.0	650.7	86.4	415.7	3 869	5 732	1 482	1 566
April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
May	1 131.1	848.9	75.1	552.6	5 821	8 577	1 474	1 536
October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
November	679.3	569.5	83.8	338.1	3 408	5 362	1 574	1 684
December	639.5	489.5	76.5	309.2	3 381	5 050	1 494	1 583
1978 January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566
March	916.9	812.3	88.6	526.5	4 826	7 098	1 471	1 543
April	1 023.1	871.2	85.2	537.4	4 968	7 733	1 557	1 621
May	1 295.2	1 070.9	82.7	658.5	6 122	9 653	1 577	1 626

# 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
1978 1st quarter	1 069.1	850.2	79.5	236.9	2 380	5 737	2 411	3 589
1976 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
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
March	311.1	256.5	82.4	75.6	1 334	1 882	1 411	3 393
April	495.1	383.7	77.5	123.0	1 401	2 895	2 066	3 120
May	658.3	512.0	77.8	130.5	1 420	3 381	2 381	3 923
October	617.2	510.2	82.7	129.7	1 248	3 141	2 516	3 934
November	380.8	320.0	84.0	81.8	754	1 970	2 613	3 912
December	498.4	371.7	74.6	95.9	890	2 437	2 738	3 876
1978 January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
March	423.3	350.8	82.9	105.3	1 066	2 318	2 174	3 331
April	460.7	338.6	73.5	102.6	951	2 240	2 355	3 300
May	607.9	440.2	72.4	137.4	1 536	3 183	2 072	3 204

# UK Passenger Movement by Air<sup>(a)</sup> for May 1978

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
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	784	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	4 557	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 2nd quarter		5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308
1976 3rd quarter		7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
1976 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
1977 2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
1977 3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
1977 4th quarter		5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
1977 May		1 933	79	51	264	232	74	158	111	177	29	48	33	23	375	50	114
1978 1st quarter		4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
1978 May		2 234	79	50	273	249	121	169	125	181	37	46	41	30	516	42	113

	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
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	2 928	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 2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152
1976 3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
1976 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
1977 2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
1977 3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
1977 4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1977 May	29	86	794	31	151	21	5	13	40	31	16	29	7	371	25	54
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
1978 May	49	112	900	38	148	20	5	14	40	34	14	27	9	459	27	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.



# Aircraft Movements May 1978

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	11 223	8 574	—	767	—	384	43	1	1 392	—	62
+ Heathrow	25 289	23 272	—	10	—	47	298	—	1 569	11	82
+ Luton	5 685	1 740	—	385	29	345	24	1 085	2 052	—	25
+ Southend	6 700	1 509	—	—	—	410	—	2 841	1 936	4	—
+ Stansted	3 266	405	—	70	—	1 674	3	74	966	71	3
Total (London Area)	52 163	35 500	—	1 232	29	2 860	368	4 001	7 915	86	172
Westland Heliport (Battersea)	896	256	56	250	—	—	—	—	206	—	128
Other UK Airports											
+ Aberdeen	9 292	4 973	—	937	—	1 320	26	1 909	47	11	69
+ Belfast	6 508	1 963	—	124	82	82	—	1 022	527	—	2 708
Benbecula	324	222	—	—	—	—	4	—	42	—	56
+ Birmingham	7 623	2 544	—	97	14	126	25	3 496	1 291	—	30
+ Blackpool	9 493	510	258	112	78	1 132	4	6 124	1 241	—	34
+ Bournemouth	5 828	737	48	87	—	979	—	2 504	1 402	16	55
+ Bristol	3 154	596	4	60	—	8	46	1 703	725	2	10
+ Cambridge	4 460	103	—	46	12	90	2	2 066	473	—	1 668
+ Cardiff	3 168	749	—	67	—	207	—	1 874	263	—	8
+ Coventry	5 762	55	3	32	—	327	1	4 525	779	10	30
+ East Midlands	5 476	1 210	—	202	5	647	44	2 023	1 272	5	68
+ Edinburgh	7 203	1 885	—	28	—	170	65	2 213	917	20	1 905
+ Exeter	3 775	508	—	21	170	143	—	1 864	590	—	479
+ Glasgow	7 357	4 021	—	112	—	192	103	1 218	966	—	745
Gloucester/Cheltenham	4 115	123	38	—	70	1 074	—	2 071	633	—	106
Hawarden	1 633	84	—	—	—	74	—	1 278	181	—	16
Humberside	2 495	532	18	—	315	123	—	1 207	300	—	—
Inverness	3 125	754	—	32	382	1 192	—	667	72	—	26
Islay	208	132	—	4	40	—	—	—	32	—	—
+ Isle of Man	2 885	902	—	107	222	615	—	903	102	—	34
Isles of Scilly	567	516	—	8	—	—	—	—	43	—	—
+ Kirkwall	1 119	896	—	39	43	4	6	84	41	—	6
+ Leeds/Bradford	5 013	1 017	46	33	85	161	39	2 508	1 098	4	22
+ Liverpool	5 923	924	20	204	60	102	17	3 366	1 162	10	58
+ Lydd	3 315	348	—	—	58	57	2	1 599	1 185	—	66
+ Manchester	7 332	4 616	58	362	18	90	238	1 145	761	—	44
+ Manston	321	68	—	4	128	24	—	—	97	—	—
+ Newcastle	3 786	1 610	210	73	21	146	12	1 170	515	1	28
+ Norwich	2 495	970	16	29	117	715	261	—	381	—	6
Penzance Heliport	484	458	—	—	26	—	—	—	—	—	—
+ Prestwick	4 193	709	—	26	—	1 383	16	1 167	318	—	574
+ Southampton	4 777	1 050	—	79	15	2 910	56	100	553	—	14
Stornoway	458	292	—	32	33	4	4	40	17	6	30
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	4 941	1 306	124	160	38	178	24	2 313	768	—	120
Tiree	58	54	—	—	—	—	—	4	—	—	—
Wick	622	410	2	14	—	2	—	166	14	—	14
Total (Incl. London Area)	192 347	73 603	901	4 613	2 061	17 137	1 363	56 330	26 839	171	9 329
Channel Islands Airports											
Alderney	867	867	..	..	..	..	..	..	..	..	..
Guernsey	3 419	3 419	..	..	..	..	..	..	..	..	..
Jersey	7 314	5 686	..	..	..	..	..	..	1 587	..	41
Total (Channel Islands Airports)	11 600	9 972	..	..	..	..	..	..	1 587	..	41

xx Not Supplied

# Air Transport Movements by Type and Nationality of Operator May 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	8 574	152	3 466	306	605	3 272	773
+ Heathrow	23 272	11 306	880	11 049	9	12	16
+ Luton	1 740	—	37	—	2	1 448	253
+ Southend	1 509	—	991	—	—	499	19
+ Stansted	405	1	3	—	3	111	287
TOTAL (London Area)	35 500	11 459	5 377	11 355	619	5 342	1 348
Westland Heliport (Battersea)	256	—	—	—	4	252	—
Other UK Airports							
+ Aberdeen	4 973	857	531	—	753	2 690	142
+ Belfast	1 963	1 302	478	26	—	121	36
Benbecula	222	52	170	—	—	—	—
+ Birmingham	2 544	820	997	163	—	475	89
+ Blackpool	510	—	329	—	—	179	2
+ Bournemouth	737	4	664	2	—	57	10
Bristol	596	230	159	26	—	107	74
+ Cambridge	103	—	40	—	—	53	10
+ Cardiff	749	173	403	26	1	81	65
+ Coventry	55	—	—	—	—	53	2
+ East Midlands	1 210	—	773	—	2	412	23
+ Edinburgh	1 885	896	817	46	12	101	13
Exeter	508	—	493	—	—	2	13
+ Glasgow	4 021	1 595	1 067	410	17	872	60
Gloucester/Cheltenham	123	—	96	—	—	27	—
Hawarden	84	—	84	—	—	—	—
Humberside	532	—	426	—	—	102	4
Inverness	754	317	207	—	60	158	12
Islay	132	—	106	—	—	26	—
+ Isle of Man	902	419	482	—	—	1	—
Isles of Scilly	516	458	58	—	—	—	—
+ Kirkwall	896	195	525	—	39	137	—
+ Leeds/Bradford	1 017	346	524	18	—	122	7
+ Liverpool	924	541	3	42	—	314	24
+ Lydd	348	—	348	—	—	—	—
+ Manchester	4 616	1 875	363	814	77	1 289	198
Manston	68	—	—	—	—	51	17
+ Newcastle	1 610	341	864	—	17	281	107
Norwich	970	—	786	—	—	166	18
Penzance Heliport	458	458	—	—	—	—	—
+ Prestwick	709	371	17	160	2	59	100
+ Southampton	1 050	120	875	—	—	38	17
Stornoway	292	108	144	2	—	38	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	1 306	—	682	—	—	587	37
Tiree	54	—	52	—	—	2	—
Wick	410	100	256	—	—	54	—
TOTAL (Incl. London Area)	73 603	23 037	19 196	13 090	1 603	14 249	2 428
Channel Islands Airports							
Alderney	867	—	815	—	—	52	—
Guernsey	3 419	208	2 629	133	—	441	8
Jersey	5 686	798	4 084	8	—	473	323
TOTAL (Channel Islands Airports)	9 972	1 006	7 528	141	—	966	331

xx Not Supplied

# Air Transport Movements for May 1978

Table 13

## Total Compared with One Year Earlier

	International						Domestic						1978 Total			1977 Total			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
<b>London Area Airports</b>																					
+ Gatwick	2 110		101	4 199		261	1 610		103	83		107	8 002		572	6 759		626	18.4		-8.6
+ Heathrow	17 204		1 198	9		28	4 777		56	—		—	21 990		1 282	21 589		1 336	1.9		-4.0
+ Luton	1		—	1 604		25	36		—	58		16	1 699		41	1 737		31	-1.6		32.3
+ Southend	991		—	235		—	—		—	283		—	1 509		—	1 265		—	19.3		—
+ Stansted	1		—	290		99	3		—	12		—	306		99	273		86	12.1		15.1
TOTAL (London Area)	20 307		1 299	6 337		413	6 426		159	436		123	33 506		1 994	31 613		2 079	6.0		-4.1
Westland Heliport (Battersea)	—		—	—		—	—		—	256		—	256		—	240		—	6.7		—
<b>Other UK Airports</b>																					
+ Aberdeen	229		—	2 166		25	1 159		—	1 363		31	4 917		56	3 748		61	31.2		-8.2
+ Belfast	—		1	38		—	1 664		111	5		114	1 737		226	1 750		211	-0.7		1.1
+ Benbecula	—		—	—		—	222		—	—		—	222		—	214		2	3.7		—
+ Birmingham	—		1	516		3	1 302		—	45		—	2 540		4	1 897		2	33.9		—
+ Blackpool	43		—	33		1	243		43	65		82	384		126	334		58	15.0		—
+ Bournemouth	12		1	—		—	449		208	21		10	518		219	640		169	-19.1		29.6
+ Bristol	163		—	—		—	252		—	28		—	596		—	593		—	0.5		—
+ Cambridge	—		—	—		—	40		—	26		—	103		—	83		1	24.1		—
+ Cardiff	234		—	140		—	368		—	7		—	749		—	565		—	32.6		—
+ Coventry	—		—	45		—	—		—	10		—	55		—	5		1	—		—
+ East Midlands	289		52	285		16	431		1	99		37	1 104		106	947		62	16.6		11.0
+ Edinburgh	340		—	110		1	1 374		45	15		—	1 839		46	1 820		44	1.0		4.5
+ Exeter	157		—	11		4	335		1	—		—	503		5	252		1	99.6		—
+ Glasgow	574		110	307		—	2 304		84	637		5	3 822		199	3 209		177	19.1		12.4
+ Gloucester/Cheltenham	—		—	—		—	96		—	27		—	123		—	128		—	-3.9		—
+ Hawarden	—		—	—		—	84		—	—		—	84		—	—		—	—		—
+ Humberside	44		—	49		—	382		—	57		—	532		—	—		—	—		—
+ Inverness	—		—	21		—	524		—	209		—	754		—	727		1	3.7		—
+ Islay	—		—	—		—	106		—	26		—	132		—	145		2	-9.0		—
+ Isle of Man	44		—	—		—	828		29	1		—	873		29	817		36	6.9		-19.4
+ Isles of Scilly	—		—	—		—	516		—	—		—	576		—	542		—	-4.8		—
+ Kirkwall	—		—	18		—	710		10	158		—	886		10	825		13	7.4		-23.1
+ Leeds/Bradford	210		—	61		—	678		—	68		—	1 017		—	960		1	5.9		—
+ Liverpool	103		—	50		13	482		1	176		94	811		113	796		127	1.9		-11.0
+ Lydd	180		168	—		—	—		—	—		—	180		168	212		182	-15.1		-7.7
+ Manchester	1 299		251	1 431		7	1 497		5	95		31	4 322		294	4 053		392	6.6		-25.0
+ Manston	—		—	68		—	—		—	—		—	68		—	143		—	-52.4		—
+ Newcastle	394		—	275		2	—		—	128		—	1 608		2	1 349		—	19.2		—
+ Norwich	266		—	86		2	—		—	95		1	967		3	912		4	6.0		-25.0
+ Penzance Heliport	—		—	—		—	458		—	—		—	458		—	432		—	6.0		—
+ Prestwick	183		104	115		8	229		32	38		—	565		144	605		133	-6.6		8.3
+ Southampton	187		—	25		2	804		4	28		—	1 044		6	864		5	20.8		20.0
+ Stornoway	2		—	3		—	251		1	35		—	291		1	282		4	3.2		-75.0
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	1 953		47	..		..
+ Swansea	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	37		—	..		..
+ Tees-side	46		—	320		—	635		1	302		2	1 303		3	705		1	84.8		—
+ Tiree	—		—	—		—	50		2	2		—	52		2	55		1	-5.5		—
+ Wick	—		—	—		—	354		2	53		1	407		3	374		3	8.8		—
TOTAL (Incl. London Area)	26 013		1 987	12 736		502	26 584		739	4 511		531	69 844		3 769	64 826		3 820	7.7		-1.6
<b>Channel Islands Airports</b>																					
+ Alderney	..		..	..		..	..		..	..		..	867		—	768		—	12.9		—
+ Guernsey	..		..	..		..	..		..	..		..	3 419		—	3 037		—	12.6		—
+ Jersey	..		..	..		..	..		..	..		..	5 686		—	5 573		—	2.0		—
TOTAL (Channel Is Airports)	..		..	..		..	..		..	..		..	9 972		—	9 378		—	6.3		—

xx Not Supplied

# Air Transport Landings Diverted from/to UK Reporting Airports May 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	19	1Ma 1He	1He 1St	2Ma 1Bi 2He				1Ma										2Ma	1He			1Ma									1Ma 1Lu 1Bi 2He 1Ma	
Heathrow	18			8Ma 6Pr 1St 2Bo																												
Luton	26	1Bi 3He 2Em	1He 2Ga 1Em	1St 1Em		1Em	1St		1Bi 1Em		1Em							1Bi 2He		1Ga	1Em										4Bi	
Southend	4																															
Stansted	2	1Lu				2Ga			1St																						1St	
Aberdeen	17													1Ki						1Ga												
Belfast	1																															
Benbecula	1																															
Birmingham	1																															
Blackpool	1																	1He														
Bournemouth	1																															
Bristol	1	1Bo																														
Cambridge	2																															
Edinburgh	2																															
Humberside	2	1Lb			1No			2St									1No															
Inverness	1																															
Isle of Man	3																			1Gi											1Gi	
Leeds	2																															
Manchester	6		1No															1Te										1Li	2Li			
Sumburgh	8																															
Tees-side	1															1Gi								2Gi	1Gi			2Gi				
Wick	1																							2Ki								
Other Internal	16			1Bi				1Gi										1Ne	1In			1Gi			1In 1He	4Wi 2Gi 1Ki		1Gi				
Overseas	14									1Pr	1No						1Pr				2He		2Pr				1He	1Sw			1He 3Pr	1No
All Aerodromes	150	11	7	25	1	3	4	1	4	1	2	3	—	1	—	1	2	8	3	4	2	3	18	12	—	3	4	11	10	4	2	—

## Aerodrome of actual landing: letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Lb	Leeds/Bradford	Po	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
Bl	Blackpool	Ex	Exeter	Is	Islay	Mt	Manston	Sw	Stornoway		
Bo	Bournemouth	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Br	Bristol	Gl	Glasgow	Ki	Kirkwall	No	Norwich	Ss	Swansea		

# 8 Air Passengers by Type and Nationality of Operator May 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		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+Gatwick	695 304	687 415	7 889	5 356	—	164 582	65	29 310	—	94 893	131	295 170	3 447	98 104	4 246
+Heathrow	2 256 416	2 223 999	32 417	1 099 079	51	25 846	—	1 098 367	32 366	82	—	95	—	530	—
+Luton	162 607	162 126	481	—	—	1 746	35	—	—	142	—	138 004	346	22 234	100
+Southend	24 999	24 999	—	—	—	24 214	—	—	—	—	—	729	—	56	—
+Stansted	30 737	29 832	905	107	—	112	—	—	—	—	—	951	634	28 662	271
TOTAL (London Area)	3 170 063	3 128 371	41 692	1 104 542	51	216 500	100	1 127 677	32 366	95 117	131	434 949	4 427	149 586	4 617
Westland Heliport (Battersea)	815	815	—	—	—	—	—	—	—	18	—	797	—	—	—
Other UK Airports															
+Aberdeen	105 394	104 721	673	39 748	592	13 947	22	—	—	9 068	—	39 530	59	2 428	—
+Belfast	89 026	89 014	12	70 786	—	13 437	12	822	—	—	—	194	—	3 775	—
+Benbecula	1 927	1 876	51	1 183	—	693	51	—	—	—	—	—	—	—	—
+Birmingham	118 160	114 529	3 631	36 507	379	17 511	2 551	6 845	202	—	—	46 690	499	6 976	—
+Blackpool	10 113	10 113	—	—	—	9 020	—	—	—	—	—	1 027	—	66	—
+Bournemouth	18 027	17 858	169	36	36	15 231	126	62	1	—	—	2 447	6	92	—
+Bristol	23 005	19 957	3 048	3 923	2 261	2 495	583	750	204	—	—	7 141	—	5 648	—
+Cambridge	2 692	2 692	—	—	—	2 423	—	—	—	—	—	182	—	87	—
+Cardiff	23 120	19 930	3 190	4 374	880	3 151	1 900	341	334	20	—	6 856	78	5 188	—
+Coventry	291	291	—	—	—	—	—	—	—	—	—	277	—	14	—
+East Midlands	52 450	52 381	69	—	—	22 625	69	—	—	276	—	27 290	—	2 190	—
+Edinburgh	102 084	100 340	1 744	67 974	79	19 610	1 638	2 616	—	1 171	—	7 862	27	1 107	—
+Exeter	7 285	6 864	421	—	—	5 995	421	—	—	—	—	67	—	802	—
+Glasgow	186 764	183 368	3 396	98 951	148	28 673	46	14 455	2 193	1 373	—	34 135	1 009	5 781	—
+Gloucester/Cheltenham	2 018	2 018	—	—	—	1 898	—	—	—	—	—	120	—	—	—
+Hawarden	394	394	—	—	—	394	—	—	—	—	—	—	—	—	—
+Humberside	3 919	3 919	—	—	—	3 536	—	—	—	—	—	374	—	9	—
+Inverness	13 772	12 697	1 075	10 064	1 075	1 433	—	—	—	164	—	740	—	296	—
+Islay	1 001	1 001	—	—	—	956	—	—	—	—	—	45	—	—	—
+Isle of Man	31 361	30 329	1 032	16 781	667	13 474	365	—	—	—	—	74	—	—	—
+Isles of Scilly	11 819	11 819	—	11 346	—	473	—	—	—	—	—	—	—	—	—
+Kirkwall	8 138	6 613	1 525	3 323	1 199	2 398	—	—	—	395	231	497	95	—	—
+Leeds/Bradford	33 279	30 797	2 482	14 964	31	8 642	2 431	846	—	—	—	6 251	20	94	—
+Liverpool	25 571	24 094	1 477	19 986	1 335	57	—	1 145	55	—	—	2 633	87	273	—
+Lydd	6 222	6 222	—	—	—	6 222	—	—	—	—	—	—	—	—	—
+Manchester	318 338	309 308	9 030	115 271	944	10 304	1 324	29 090	2 604	9 987	—	123 706	1 746	20 950	2 412
+Manston	398	398	—	—	—	—	—	—	—	—	—	236	—	162	—
+Newcastle	76 555	72 082	4 473	23 820	11	19 882	4 410	—	—	1 585	—	18 286	19	8 509	33
+Norwich	14 534	14 534	—	—	—	13 678	—	—	—	—	—	787	—	69	—
+Penzance Heliport	11 346	11 346	—	11 346	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	52 003	28 195	23 808	13 369	8 114	499	—	3 279	7 279	142	—	3 789	3 066	7 117	5 349
+Southampton	25 396	25 391	5	4 702	—	20 284	1	—	—	—	—	100	4	305	—
+Stornoway	4 478	4 478	—	3 468	—	717	—	166	—	—	—	127	—	—	—
+Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+Tees-side	28 156	26 668	1 488	—	—	18 973	1 461	—	—	—	—	5 339	27	2 356	—
+Tiree	287	287	—	—	—	283	—	—	—	—	—	4	—	—	—
+Wick	3 789	2 586	1 203	1 161	1 201	1 229	—	—	—	—	—	196	2	—	—
TOTAL (Incl. London Area)	4 583 990	4 478 296	105 694	1 677 625	19 003	496 643	17 511	1 188 084	45 238	119 316	362	772 748	11 169	223 880	12 411
Channel Islands Airports															
Alderney	6 284	6 275	9	—	—	6 198	8	—	—	—	—	77	1	—	—
+Guernsey	54 791	51 493	3 298	9 734	62	37 796	2 856	1 454	—	—	—	2 291	380	218	—
+Jersey	150 985	149 308	1 677	42 570	—	96 152	1 675	347	—	—	—	967	2	9 272	—
TOTAL (Channel Is Airports)	212 060	207 076	4 984	52 304	62	140 146	4 539	1 801	—	—	—	3 335	383	9 490	—

xx Not Supplied

# Terminal Air Passengers for May 1978

Table 16

## Comparison with a Year Earlier

	1978	1977	Percentage change
<b>London Area Airports</b>			
+ Gatwick	687 415	545 466	26.0
+ Heathrow	2 223 999	2 074 586	7.2
+ Luton	162 126	152 407	6.4
+ Southend	24 999	21 290	17.4
+ Stansted	29 832	26 180	13.9
TOTAL (London Area)	3 128 371	2 819 929	10.9
Westland Heliport (Battersea)	815	634	28.5
<b>Other UK Airports</b>			
+ Aberdeen	104 721	74 257	41.0
+ Belfast	89 014	76 069	17.0
Benbecula	1 876	2 180	-13.9
+ Birmingham	114 529	87 834	30.4
+ Blackpool	10 113	8 060	25.5
+ Bournemouth	17 858	15 651	14.1
+ Bristol	19 957	16 026	24.5
+ Cambridge	2 692	2 200	22.4
+ Cardiff	19 930	13 514	47.5
+ Coventry	291	18	—
+ East Midlands	52 381	40 746	28.6
+ Edinburgh	100 340	98 615	1.7
+ Exeter	6 864	5 519	24.4
+ Glasgow	183 368	164 333	11.6
Gloucester/Cheltenham	2 018	2 449	-17.6
Hawarden	394	—	—
Humberside	3 919	—	—
Inverness	12 697	12 614	0.7
Islay	1 001	855	17.1
+ Isle of Man	30 329	27 102	11.9
Isles of Scilly	11 819	10 655	10.9
+ Kirkwall	6 613	7 894	-16.2
+ Leeds/Bradford	30 797	28 034	9.9
+ Liverpool	24 094	31 676	-23.9
+ Lydd	6 222	6 418	-3.1
+ Manchester	309 308	249 653	23.9
+ Manston	398	295	34.9
+ Newcastle	72 082	61 460	17.3
+ Norwich	14 534	15 468	-6.0
Penzance Heliport	11 346	10 092	12.4
+ Prestwick	28 195	30 583	-7.8
+ Southampton	25 391	22 971	10.5
Stornoway	4 478	3 673	21.9
+ Sumburgh	xx	29 302	..
Swansea	xx	358	..
+ Tees-side	26 668	18 564	43.7
Tiree	287	275	4.4
Wick	2 586	2 469	4.7
TOTAL (Incl. London Area)	4 478 296	3 998 445	12.0
<b>Channel Islands Airports</b>			
Alderney	6 275	6 007	4.5
Guernsey	51 493	45 447	13.3
Jersey	149 308	143 316	4.2
TOTAL (Channel Islands Airports)	207 076	194 770	6.3

xx Not Supplied

# International and Domestic Passenger Traffic May 1978

Table 17

## Terminal Passengers

### Comparison with a Year Earlier

	Total	International			Domestic		
	1978	1978	1977	Per- centage change	1978	1977	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	687 415	620 830	474 194	31	66 585	71 272	-7
+ Heathrow	2 223 999	1 902 691	1 773 886	7	321 308	300 700	7
+ Luton	162 126	159 673	150 284	6	2 453	2 123	16
+ Southend	24 999	24 900(a)	21 101(a)	18	99	189	-48
+ Stansted	29 832	29 469	25 965	13	363	215	69
TOTAL (London Area)	3 128 371	2 737 563	2 445 430	12	390 808	374 499	4
Westland Heliport (Battersea)	815	—	2	—	815	632	29
<b>Other UK Airports</b>							
+ Aberdeen	104 721	32 845	24 599	34	71 876	49 658	45
+ Belfast	89 014	4 898	4 122	19	84 116	71 947	17
Benbecula	1 876	—	—	—	1 876	2 180	-14
+ Birmingham	114 529	79 291	53 947	47	35 238	33 887	4
+ Blackpool	10 113	1 151	324	—	8 962	7 736	16
+ Bournemouth	17 858	2 532	2 081	22	15 326	13 570	13
+ Bristol	19 957	16 318	12 367	32	3 639	3 659	-1
+ Cambridge	2 692	199	83	—	2 493	2 117	18
+ Cardiff	19 930	14 239	8 607	65	5 691	4 907	16
+ Coventry	291	250	17	—	41	1	—
+ East Midlands	52 381	34 991	25 354	38	17 390	15 392	13
+ Edinburgh	100 340	16 690	10 885	53	83 650	87 730	-5
+ Exeter	6 864	1 948	1 002	94	4 916	4 517	9
+ Glasgow	183 368	48 319	39 082	24	135 049	125 251	8
Gloucester/Cheltenham	2 018	—	—	—	2 018	2 449	-18
Hawarden	394	—	—	—	394	—	—
Humberside	3 919	1 170	—	—	2 749	—	—
Inverness	12 697	381	885	-57	12 316	11 729	5
Islay	1 001	—	10	—	1 001	845	18
+ Isle of Man	30 329	1 046	1 176	-11	29 283	25 926	13
Isles of Scilly	11 819	—	—	—	11 819	10 655	11
+ Kirkwall	6 613	8	73	-89	6 605	7 821	-16
+ Leeds/Bradford	30 797	11 072	8 161	36	19 725	19 873	-1
+ Liverpool	24 094	5 434	12 409	-56	18 660	19 267	-3
+ Lydd	6 222	6 222	6 418	-3	—	—	—
+ Manchester	309 308	224 163	173 673	29	85 145	75 980	12
+ Manston	398	398	295	35	—	—	—
+ Newcastle	72 082	38 328	26 333	46	33 754	35 127	-4
+ Norwich	14 534	6 244	7 694	-19	8 290	7 774	7
Penzance	11 346	—	—	—	11 346	10 092	12
+ Prestwick	28 195	25 992	27 140	-4	2 203	3 443	-36
+ Southampton	25 391	3 043	860	—	22 348	22 111	1
Stornoway	4 478	177	5	—	4 301	3 668	17
+ Sumburgh	xx	xx	11 059	—	xx	18 243	..
Swansea	xx	xx	—	—	xx	358	..
+ Tees-side	26 668	5 797	2 418	—	20 871	16 146	29
Tiree	287	—	—	—	287	275	4
Wick	2 586	—	—	—	2 586	2 469	5
TOTAL (Incl. London Area)	4 478 296	3 320 709	2 906 511	14	1 157 587	1 091 934	6

(a) Includes Channel Islands Traffic.

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

xx Not Supplied

# International Air Passenger Traffic to and from Airports for May 1978

Table 18

## Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>EUROPE</b>							
<b>Austria</b>	20 406	13 035	7 371	20 659	12 142	8 517	-1
London – Vienna	15 975	11 481	4 494	15 720	11 338	4 382	2
Other Routes	4 431	1 554	2 877	4 939	804	4 135	-10
<b>Belgium</b>	78 649	75 445	3 204	79 032	76 978	2 054	—
London – Brussels	51 102	50 480	622	53 869	53 688	181	-5
Other S.E. England – Belgium	19 638	17 905	1 733	18 555	17 873	682	6
Other Routes	7 909	7 060	849	6 608	5 417	1 191	20
<b>Denmark</b>	50 081	38 934	11 147	51 218	37 609	13 609	-2
London – Copenhagen	35 665	31 257	4 408	39 846	32 080	7 766	-10
Other Routes	14 416	7 677	6 739	11 372	5 529	5 843	27
<b>Finland</b>	9 873	9 491	382	11 300	10 820	480	-13
<b>France</b>	273 261	253 712	19 549	264 465	237 501	26 964	3
London – Nice	19 695	19 544	151	19 141	18 820	321	3
– Paris	178 133	173 002	5 131	175 629	169 496	6 133	1
– N. France (a)	11 133	8 743	2 390	11 810	7 960	3 850	-6
– Other France	25 255	21 579	3 676	23 569	17 812	5 757	7
Manchester – Paris	8 356	8 344	12	6 529	6 502	27	28
Other UK – Paris	12 591	11 156	1 435	10 518	7 370	3 148	20
Luton – Other France	2 065	—	2 065	3 423	—	3 423	-40
Other S.E. England – France	9 817	9 528	289	8 251	8 222	29	19
Other Routes	6 216	1 816	4 400	5 595	1 319	4 276	11
<b>Germany (Fed. Republic)</b>	234 041	179 475	54 566	217 994	167 429	50 565	7
London – Dusseldorf	34 847	29 651	5 196	33 779	29 324	4 455	3
– Frankfurt	63 783	55 691	8 092	58 706	50 746	7 960	9
– Hamburg	27 075	22 644	4 431	26 655	21 669	4 986	2
– Munich	27 791	18 632	9 159	24 979	17 505	7 474	11
– Other Germany	49 343	41 415	7 928	42 381	38 221	4 160	16
Luton – Germany	14 216	—	14 216	17 899	—	17 899	-21
Manchester – Germany	10 253	8 033	2 220	10 027	7 489	2 538	2
Other Routes	6 733	3 409	3 324	3 568	2 475	1 093	89
<b>Gibraltar</b>	6 549	4 433	2 116	5 135	3 832	1 303	28
<b>Greece</b>	120 962	37 963	82 999	73 770	26 173	47 597	64
<b>Iceland</b>	3 073	3 073	—	3 089	3 089	—	-1
London – Reykjavik	1 829	1 829	—	1 799	1 799	—	2
Glasgow – Reykjavik	1 244	1 244	—	1 290	1 290	—	-4
Other Routes	—	—	—	—	—	—	—



Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	148 244	145 867	2 377	134 782	134 173	609	10
London – Cork	13 485	12 637	848	11 062	11 062	—	22
– Dublin	74 094	74 094	—	64 457	64 439	18	15
– Shannon	11 718	11 537	181	10 844	10 836	8	8
Manchester – Dublin	11 573	11 543	30	10 648	10 639	9	9
Birmingham – Dublin	9 724	9 724	—	8 455	8 455	—	15
Glasgow – Dublin	8 666	8 666	—	9 644	9 590	54	-10
Liverpool – Dublin	3 281	3 278	3	4 423	4 408	15	-26
Leeds/Bradford – Dublin	2 265	2 261	4	2 453	2 439	14	-8
Edinburgh – Dublin	2 616	2 616	—	3 148	3 148	—	-17
Bristol – Dublin	1 572	1 566	6	1 661	1 660	1	-5
Other Routes	9 250	7 945	1 305	7 987	7 497	490	16
<b>Italy</b>	168 718	86 452	82 266	158 045	80 362	77 683	7
London – Genoa (g)	818	—	818	635	—	635	29
– Milan	40 342	31 254	9 088	37 633	29 604	8 029	7
– Rimini (g)	3 193	—	3 193	2 788	—	2 788	15
– Rome	34 714	31 117	3 597	37 646	31 017	6 629	-8
– Venice	10 633	4 916	5 717	11 088	4 658	6 430	-4
– Other Italy	28 386	14 336	14 050	24 079	12 294	11 785	18
Luton – Rimini	3 118	—	3 118	3 418	—	3 418	-9
– Other Italy	26 110	—	26 110	18 892	—	18 892	38
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	9 312	—	9 312	15 685	—	15 685	-41
Other Routes	12 092	4 829	7 263	6 181	2 789	3 392	96
<b>Luxembourg</b>	5 495	5 445	50	5 273	5 273	—	4
London – Luxembourg	5 445	5 445	—	5 273	5 273	—	3
Other Routes	50	—	50	—	—	—	—
<b>Netherlands</b>	180 931	178 421	2 510	176 536	172 060	4 476	2
London – Amsterdam	106 521	105 678	843	107 683	106 523	1 160	-1
– Rotterdam	18 085	17 724	361	18 393	18 346	47	-2
Other S.E. England – Netherlands	11 736	11 552	184	9 344	8 464	880	26
Manchester – Amsterdam	11 135	11 027	108	10 829	10 797	32	3
Other Routes	33 454	32 440	1 014	30 287	27 930	2 357	10
<b>Norway</b>	46 383	34 786	11 597	48 230	33 298	14 932	-4
London – Oslo	19 842	15 748	4 094	22 664	18 130	4 534	-12
Other Routes	26 541	19 038	7 503	25 566	15 168	10 398	4
<b>Portugal</b>	41 100	22 517	18 583	32 523	18 251	14 272	26
London – Lisbon	15 872	14 264	1 608	13 306	11 787	1 519	19
Other Routes	25 228	8 253	16 975	19 217	6 464	12 753	31
<b>Soviet Union and Eastern Europe (b)</b>	30 147	23 892	6 255	22 896	19 589	3 307	32
London – Moscow	7 213	6 903	310	6 484	6 159	325	11
– Prague	2 553	2 553	—	2 522	2 522	—	1
Other Routes	20 381	14 436	5 945	13 890	10 908	2 982	47

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	516 032	93 888	422 144	375 337	80 839	294 498	37
London – Barcelona	20 105	15 073	5 032	18 479	12 479	6 000	9
– Ibiza	15 047	2 223	12 824	9 520	1 087	8 433	58
– Madrid	36 519	32 464	4 055	30 960	27 086	3 874	18
– Malaga	30 542	12 062	18 480	24 846	12 032	12 814	23
– Palma	61 310	11 502	49 808	44 447	11 135	33 213	38
– Other Spain	67 872	18 874	48 998	46 598	14 678	31 920	46
Luton – Alicante	9 702	—	9 702	7 187	—	7 187	35
– Barcelona	3 353	—	3 353	4 360	—	4 360	-23
– Gerona	5 803	—	5 803	3 646	—	3 646	59
– Ibiza	6 408	—	6 408	5 989	—	5 989	7
– Palma	16 800	—	16 800	14 193	—	14 193	18
– Other Spain	14 617	—	14 617	11 082	—	11 082	32
Other S.E. England – Spain	205	—	205	1 508	1 359	149	-86
Manchester – Barcelona	3 871	—	3 871	3 824	—	3 824	1
– Palma	27 745	—	27 745	20 184	—	20 184	37
Other N. England – Spain	84 654	545	84 109	55 711	464	55 247	52
Scotland – Spain	28 707	543	28 164	17 580	286	17 294	63
Other Routes	82 772	602	82 170	55 223	233	54 990	50
<b>Sweden</b>	42 468	23 987	18 481	49 651	23 267	26 384	-14
London – Stockholm	24 514	17 205	7 309	26 922	17 682	9 240	-9
Other Routes	17 954	6 782	11 172	22 729	5 585	17 144	-21
<b>Switzerland</b>	112 950	84 932	28 018	114 418	78 021	36 397	-1
London – Basle	8 965	7 394	1 571	8 212	6 324	1 888	9
– Geneva	40 771	31 725	9 046	41 907	30 562	11 345	-3
– Zurich	53 826	38 711	15 115	53 624	34 690	18 934	—
Luton – Switzerland	2 051	—	2 051	3 854	—	3 854	-47
Other Routes	7 337	7 102	235	6 821	6 445	376	8
<b>Yugoslavia</b>	49 247	17 401	31 846	28 908	15 171	13 727	70
London – Dubrovnic	8 983	1 114	7 869	4 005	943	3 062	—
– Ljubljana	3 227	2 281	946	1 994	1 758	236	62
Luton – Yugoslavia	2 420	—	2 420	1 208	—	1 208	—
Other Routes	34 617	14 006	20 611	21 701	12 470	9 231	60
<b>Other Europe</b>	88 879	51 646	37 233	62 804	41 129	21 675	42
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	148 434	92 071	56 363	150 559	90 108	60 451	-1
London – Montreal	18 657	17 928	729	19 780	18 393	1 387	-6
– Toronto	50 913	33 537	17 376	54 582	34 749	19 833	-7
– Other Canada	46 053	25 504	20 549	42 441	21 604	20 837	9
Other UK – Montreal	3 044	2 801	243	2 629	2 592	37	16
– Toronto	22 980	9 024	13 956	24 142	9 404	14 738	-5
Other Routes	6 787	3 277	3 510	6 985	3 366	3 619	-3

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	459 063	401 747	57 316	372 193	288 752	83 441	23
London – New York	166 442	147 275	19 167	135 945	107 886	28 059	22
– Other East Coast USA	108 054	103 439	4 615	93 769	81 272	12 497	15
– Chicago and Detroit	48 969	40 238	8 731	45 810	33 375	12 435	7
– West Coast USA	87 594	70 251	17 343	75 484	56 517	18 967	16
– Other USA	34 062	32 228	1 834	6 818	1 215	5 603	—
Other UK – New York	11 063	8 123	2 940	11 976	8 460	3 516	–8
Other Routes	2 879	193	2 686	2 391	27	2 364	20
<b>West Atlantic and Caribbean Islands</b>	20 303	20 034	269	20 978	19 787	1 191	–3
<b>Central and South America</b>	10 899	10 724	175	8 161	8 005	156	34
REST OF THE WORLD							
<b>Canary Islands</b>	49 682	2 939	46 743	40 522	3 335	37 187	23
<b>North Africa (c)</b>	27 145	15 095	12 050	20 939	13 137	7 802	30
<b>East Africa (d)</b>	9 123	8 213	910	8 552	7 667	885	7
<b>Central Africa (e)</b>	5 938	5 938	—	6 467	6 467	—	–8
<b>West Africa (d)</b>	25 910	25 910	—	25 181	25 172	9	3
<b>South Africa</b>	25 494	25 494	—	27 258	27 258	—	–6
<b>Middle East (f)</b>	131 839	128 816	3 023	114 537	114 174	363	15
<b>India</b>	20 709	20 709	—	18 023	18 023	—	15
<b>Pakistan</b>	8 670	8 670	—	8 399	8 399	—	3
<b>Far East</b>	58 865	58 327	538	60 755	57 021	3 734	–3
<b>Australia and New Zealand</b>	38 120	38 120	—	31 423	31 423	—	21
<b>Other Routes n.e.i.</b>	38 256	8 022	30 234	38 290	8 453	29 837	—
<b>ALL ROUTES</b>	3 305 939	2 255 624	1 050 315	2 888 302	2 004 187	884 115	14

**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 May 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	9 115.7	—	—	799.4	1 399.8	90.6	72.2	—	—	1 887.8	4 588.7	116.7	160.5
+Heathrow	38 431.7	6 757.2	7 041.9	56.4	296.1	10 529.5	13 263.7	91.4	4.5	162.6	124.2	48.0	56.2
+Luton	399.9	—	—	0.1	—	—	—	—	—	67.7	183.3	65.9	82.9
+Southend	668.0	—	—	175.0	308.0	—	6.0	—	—	40.0	139.0	—	—
+Stansted	2 065.5	—	—	—	—	—	—	20.5	15.3	276.4	1 308.6	161.5	283.2
TOTAL (London Area)	50 680.8	6 757.2	7 041.9	1 030.9	2 003.9	10 620.1	13 341.9	111.9	19.8	2 434.5	6 343.8	392.1	582.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Aberdeen	551.2	58.8	113.3	29.4	29.5	—	—	19.9	42.0	69.1	188.2	0.2	0.8
+Belfast	1 251.9	102.6	243.5	210.7	36.5	4.1	6.8	—	—	647.4	0.3	—	—
+Benbecula	17.9	11.6	4.8	1.1	0.4	—	—	—	—	—	—	—	—
+Birmingham	271.0	86.8	62.0	27.7	14.7	26.1	25.5	—	—	26.0	2.2	—	—
+Blackpool	384.7	—	—	3.1	38.0	—	—	—	—	0.8	342.8	—	—
+Bournemouth	843.2	—	—	424.4	393.5	—	—	—	—	13.2	12.1	—	—
+Bristol	24.2	4.6	4.4	4.6	0.8	3.2	4.8	—	—	—	—	—	1.8
+Cambridge	24.0	—	—	—	—	—	—	—	—	4.5	3.5	11.6	4.4
+Cardiff	22.8	1.1	13.6	4.1	1.1	1.4	1.4	—	0.1	—	—	—	—
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	459.2	—	—	77.8	78.5	—	—	—	—	86.6	213.6	—	2.7
+Edinburgh	130.9	32.4	26.6	30.9	18.0	2.7	1.9	—	—	9.3	9.1	—	—
+Exeter	68.2	—	—	6.2	18.9	—	—	—	—	—	12.3	—	30.8
+Glasgow	1 557.2	591.2	262.1	57.9	30.6	263.6	329.0	—	—	20.7	2.1	—	—
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—
+Inverness	34.0	5.6	28.4	—	—	—	—	—	—	—	—	—	—
+Islay	8.4	—	—	5.1	3.3	—	—	—	—	—	—	—	—
+Isle of Man	230.9	43.2	33.2	150.2	4.3	—	—	—	—	—	—	—	—
+Isles of Scilly	8.5	7.4	1.1	—	—	—	—	—	—	—	—	—	—
+Kirkwall	48.6	33.7	12.8	0.7	1.1	—	—	—	—	—	0.3	—	—
+Leeds/Bradford	28.5	4.5	9.3	8.5	4.1	1.3	0.8	—	—	—	—	—	—
+Liverpool	680.3	24.6	36.9	—	—	2.9	2.1	—	—	3.7	464.5	4.4	141.2
+Lydd	300.4	—	—	113.5	186.9	—	—	—	—	—	—	—	—
+Manchester	2 394.8	305.8	202.5	16.3	16.3	673.8	1 005.1	—	—	—	47.4	107.5	20.1
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	137.4	11.5	21.9	41.8	33.6	—	—	—	—	0.2	—	7.3	21.1
+Norwich	37.4	—	—	13.7	22.0	—	—	—	—	0.5	1.0	0.2	—
+Penzance Heliport	8.5	1.1	7.4	—	—	—	—	—	—	—	—	—	—
+Prestwick	1 475.1	456.4	303.2	—	—	457.4	168.6	—	—	89.5	—	—	—
+Southampton	131.5	0.9	17.2	17.9	75.2	—	—	—	—	—	—	—	20.3
+Stornoway	37.0	29.9	5.2	0.4	1.0	—	—	—	—	—	0.5	—	—
+Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+Tees-side	32.4	—	—	11.5	20.8	—	—	—	—	0.1	—	—	—
+Tiree	1.3	—	—	1.2	0.1	—	—	—	—	—	—	—	—
+Wick	5.0	2.7	0.7	0.7	0.8	—	—	—	—	0.1	—	—	—
TOTAL (Incl. London Area)	61 887.2	8 573.6	8 452.0	2 290.3	3 033.9	12 056.6	14 887.9	131.8	61.9	3 406.2	7 643.7	523.3	826.0
Channel Islands Airports													
+Alderney	26.5	—	—	22.0	4.5	—	—	—	—	—	—	—	—
+Guernsey	867.8	1.8	3.2	150.4	95.2	0.6	—	—	—	220.9	395.7	—	—
+Jersey	825.2	58.8	19.8	441.4	189.5	0.9	—	—	—	61.4	52.8	0.5	0.1
TOTAL (Channel Islands Airports)	1 719.5	60.6	23.0	613.8	289.2	1.5	—	—	—	282.3	448.5	0.5	0.1
xx	Not Supplied												

## Total Compared with One Year Earlier

	International				Domestic				1978		1977		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Passenger	Cargo
London Area Airports	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo
	Aircraft		Aircraft		Aircraft		Aircraft		Aircraft		Aircraft		Aircraft	
+ Gatwick	1 037	1 085	48	6 328	190	49	1	377	1 276	7 839	1 155	6 844	10.5	14.5
+ Heathrow	22 897	13 986	3	485	461	601	—	—	23 361	15 072	21 516	15 638	8.6	-3.6
+ Luton	—	—	51	221	—	—	—	128	51	349	120	246	-57.5	41.9
+ Southend	483	—	159	—	—	—	26	—	668	—	458	—	45.9	—
+ Stansted	—	—	312	1 745	—	—	8	—	320	1 745	747	1 675	-57.2	4.2
TOTAL (London Area)	24 417	15 071	573	8 779	651	650	35	505	25 676	25 005	23 996	24 403	7.0	2.5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	40	—	235	12	190	—	61	13	526	25	360	46	46.1	-45.7
+ Belfast	11	—	—	—	460	133	1	647	472	780	504	731	-6.3	6.7
Benbecula	—	—	—	—	18	—	—	—	18	—	15	—	20.0	—
+ Birmingham	183	—	26	2	58	—	—	—	267	2	266	2	0.4	—
+ Blackpool	4	—	—	5	36	—	3	336	43	341	51	19	-15.7	—
+ Bournemouth	—	—	—	—	4	815	—	25	4	840	11	834	-63.6	0.7
+ Bristol	16	—	2	—	7	—	—	—	25	—	64	—	-53.7	—
+ Cambridge	—	—	24	—	—	—	—	—	24	—	8	13	—	—
+ Glamorgan/Cardiff	14	—	—	—	8	—	—	—	22	—	27	—	-18.5	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	2	—	—
+ East Midlands	32	59	3	183	66	—	—	117	101	359	111	197	-9.0	82.2
+ Edinburgh	18	—	10	8	94	—	—	—	122	8	119	—	2.5	—
+ Exeter	—	—	—	43	25	—	—	—	25	43	28	3	-10.7	—
+ Glasgow	174	473	—	—	267	621	2	21	443	1 115	482	1 068	-8.1	4.4
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Inverness	—	—	—	—	34	—	—	—	34	—	31	1	9.7	—
Islay	—	—	—	—	8	—	—	—	8	—	6	—	60.0	—
+ Isle of Man	—	—	—	—	117	113	—	—	117	113	114	142	2.6	-20.4
Isles of Scilly	—	—	—	—	8	—	—	—	8	—	8	—	—	—
+ Kirkwall	—	—	—	—	48	—	—	—	48	—	42	1	14.3	—
+ Leeds/Bradford	11	—	—	—	18	—	—	—	29	—	42	—	31.0	—
+ Liverpool	7	—	—	151	59	—	—	463	66	614	107	861	-38.3	-28.7
+ Lydd	—	300	—	—	—	—	—	—	—	300	1	320	—	6.2
+ Manchester	653	1 383	2	155	184	—	—	18	839	1 556	762	2 232	10.1	-30.3
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	82	—	—	28	47	—	—	—	109	28	81	—	34.6	—
+ Norwich	20	—	—	1	16	—	—	—	36	1	45	2	-20.0	-50.0
Penzance Heliport	—	—	—	—	8	—	—	—	8	—	8	—	—	—
+ Prestwick	141	1 063	—	89	2	181	—	—	143	1 333	136	1 318	5.1	1.1
+ Southampton	3	—	—	20	108	—	—	—	111	20	114	1	-2.6	—
Stornoway	—	—	—	—	36	—	—	—	36	—	32	—	12.5	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	117	33	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	1	—	xx	xx
+ Tees-side	2	—	—	—	31	—	—	—	33	—	38	—	-13.2	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	5	—	—	—	5	—	8	1	-37.5	—
TOTAL (Inc. London Area)	25 808	18 349	875	9 476	2 614	2 513	102	2 145	29 399	32 483	27 725	32 230	6.0	0.8
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	27	—	25	—	8.0	—
Guernsey	..	..	..	..	..	..	..	..	868	—	773	—	12.3	—
Jersey	..	..	..	..	..	..	..	..	825	—	975	—	-15.4	—
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	1 720	—	1 773	—	-3.0	—

xx Not Supplied.

# All Scheduled Services May 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	22 555	18 952	35 607	1 371 545	4 929 765	2 871 282	58.2	14 338	592 781	339 294	14 299	59 473	265 519	57.2	
British Airways Helicopters	28	454	150	11 046	886	674	76.0	10	56	50	—	1	50	90.1	
British Caledonian Airways	2 901	2 779	4 849	111 172	395 463	204 919	51.8	1 377	48 204	23 496	448	4 591	18 457	48.7	
Air Anglia	866	2 418	2 579	32 922	32 216	13 733	42.6	84	3 296	1 398	—	46	1 352	42.4	
Air Wales	62	190	218	733	702	248	35.3	—	57	20	—	—	20	34.6	
Air Westward	115	256	444	842	1 264	387	30.6	—	99	33	—	—	33	33.4	
Aurigny Air Services	121	2 148	683	21 487	1 736	1 144	65.9	102	165	97	—	5	92	58.4	
British Air Ferries	207	893	788	19 078	7 535	3 998	53.1	383	912	485	—	121	364	53.2	
British Island Airways	423	1 896	1 651	52 741	21 144	11 424	54.0	174	1 945	1 018	1	46	971	52.4	
British Midland Airways	444	1 473	1 378	50 800	33 642	17 768	52.8	121	2 977	1 437	—	52	1 385	48.2	
Brymon Airways	58	345	278	2 618	1 014	517	51.0	2	97	42	—	—	41	42.9	
Dan-Air Services	536	1 654	1 670	46 222	33 459	17 179	51.3	25	2 842	1 471	—	13	1 458	51.7	
Haywards Aviation	18	112	78	319	108	53	48.9	3	9	5	—	1	4	54.5	
Intra Airways	91	490	395	13 384	4 875	3 146	64.5	3	405	236	—	—	236	58.3	
Laker Airways	490	88	635	19 036	146 355	105 916	72.4	—	14 823	8 473	—	—	8 473	57.2	
Loganair	132	1 543	667	7 917	1 426	824	57.8	—	129	75	—	—	75	58.1	
TOTAL Passenger Services	29 047	35 691	52 070	1 761 862	5 611 590	3 253 213	58.0	16 623	668 797	377 628	14 749	64 347	298 529	56.5	
Cargo Services															
British Airways	1 116	650	1 588					4 864	28 812	19 462	221	19 240		67.5	
British Caledonian Airways	285	129	404					910	9 724	4 334	172	4 163		44.6	
Air Freight	21	102	113					239	72	50	—	50		69.2	
Air-Bridge Carriers	29	169	103					700	207	134	—	134		64.8	
British Island Airways	52	205	197					592	242	123	22	101		50.7	
TOTAL Cargo Services	1 503	1 255	2 405					7 304	39 056	24 103	414	23 688		61.7	
GRAND TOTAL	30 550	36 946	54 475	1 761 862	5 611 590	3 253 213	58.0	23 927	707 853	401 731	15 163	88 035	298 529	56.8	

# International Scheduled Services May 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	20 011	11 978	28 971	983 997	4 673 937	2 711 225	58.0	13 209	568 908	325 331	14 227	59 142	251 960	57.2
British Caledonian Airways	2 466	1 739	3 780	70 713	358 030	186 746	52.2	961	44 557	21 885	445	4 520	16 920	49.1
Air Anglia	568	1 090	1 543	20 197	24 994	10 471	41.9	84	2 556	1 072	—	46	1 026	41.9
Air Wales	62	190	218	733	702	248	35.3	—	57	20	—	—	20	34.6
Air Westward	71	130	268	379	784	203	25.9	—	60	17	—	—	17	28.7
Aurigny Air Services	121	2 148	683	21 487	1 736	1 144	65.9	102	165	97	—	5	92	58.4
British Air Ferries	207	893	788	19 078	7 535	3 998	53.1	383	912	485	—	121	364	53.2
British Island Airways	231	839	885	21 461	11 531	5 409	46.9	38	1 061	471	—	12	460	44.4
British Midland Airways	117	356	374	6 116	8 510	2 505	29.4	29	684	207	—	12	195	30.2
Brymon Airways	26	124	124	587	390	157	40.3	1	40	12	—	—	12	29.8
Dan-Air Services	299	574	805	15 881	19 939	8 606	43.2	16	1 695	740	—	9	731	43.7
Haywards Aviation	9	64	39	165	46	24	51.6	1	2	2	—	—	2	100.0
Intra Airways	45	276	195	7 288	2 616	1 625	62.1	—	217	122	—	—	122	56.3
Laker Airways	490	88	635	19 036	146 355	105 916	72.4	—	14 823	8 473	—	—	8 473	57.2
TOTAL Passenger Services	24 724	20 489	39 306	1 187 118	5 257 104	3 038 277	57.8	14 823	635 736	358 933	14 672	63 866	280 392	56.5
Cargo Services														
British Airways	1 080	555	1 521					4 229	28 263	19 130	220	18 909		67.7
British Caledonian Airways	259	84	351					904	9 511	4 188	26	4 163		44.0
Air Freight	21	102	113					239	72	50	—	50		69.2
British Island Airways	4	8	15					15	18	7	—	7		41.6
TOTAL Cargo Services	1 364	749	2 000					5 387	37 864	23 375	245	23 129		61.7
GRAND TOTAL	26 088	21 238	41 306	1 187 118	5 257 104	3 038 277	57.8	20 210	673 600	382 308	14 917	86 995	280 392	56.8

# Domestic Scheduled Services May 1978

Table 21.3

											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	2 544	6 974	6 636	387 548	255 828	160 057	62.6	1 130	23 873	13 963	73	331	13 559	58.5	
British Airways Helicopters	28	454	150	11 046	886	674	76.0	10	56	50	—	1	50	90.1	
British Caledonian Airways	435	1 040	1 069	40 459	37 433	18 173	48.5	416	3 647	1 611	3	71	1 537	44.2	
Air Anglia	298	1 328	1 036	12 725	7 222	3 262	45.2	—	740	326	—	—	326	44.1	
Air Westward	44	126	176	463	480	184	38.3	—	39	16	—	—	16	40.9	
British Island Airways	192	1 057	767	31 280	9 613	6 015	62.6	136	884	547	1	35	511	61.9	
British Midland Airways	328	1 117	1 003	44 684	25 132	15 263	60.7	92	2 293	1 230	—	40	1 190	53.6	
Brymon Airways	32	221	154	2 031	624	360	57.7	2	57	30	—	—	30	51.9	
Dan-Air Services	236	1 080	866	30 341	13 520	8 573	63.4	9	1 147	731	—	3	728	63.7	
Haywards Aviation	8	48	40	154	62	29	46.9	2	7	3	—	1	2	42.1	
Intra Airways	46	214	200	6 096	2 260	1 521	67.3	3	188	114	—	—	114	60.6	
Loganair	132	1 543	667	7 917	1 426	824	57.8	—	129	75	—	—	75	58.1	
TOTAL Passenger Services	4 323	15 202	12 764	574 744	354 486	214 936	60.6	1 800	33 060	18 696	77	481	18 137	56.6	
Cargo Services															
British Airways	36	95	67					635	549	332	1	331		60.5	
British Caledonian Airways	26	45	53					6	212	146	146	—		68.8	
Air-Bridge Carriers	29	169	103					700	207	134	—	134		64.8	
British Island Airways	49	197	182					577	224	115	22	94		51.4	
TOTAL Cargo Services	139	506	405					1 917	1 192	727	169	558		61.0	
GRAND TOTAL	4 462	15 708	13 169	574 744	354 486	214 936	60.6	3 717	34 252	19 423	246	1 040	18 137	56.7	



# All Non-scheduled Services May 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	762	495	1 289	21 218	111 084	66 803	60.1	1 226	15 276	7 604	1 501	6 104	49.8
British Airtours	1 413	689	2 074	97 210	267 099	208 101	77.9	—	24 309	17 982	—	17 982	74.0
British Airways Helicopters	505	3 603	2 515	34 766	10 842	5 671	52.3	450	1 059	488	34	454	46.1
British Caledonian Airways	1 162	628	1 698	40 552	79 634	58 038	72.9	2 288	23 824	16 502	11 495	5 006	69.3
Air Anglia	28	104	105	243	198	64	32.3	—	20	6	—	6	32.3
Air Faisal	56	22	120	—	—	—	—	349	965	885	885	—	91.7
Air Freight	41	115	203	869	725	341	47.0	86	130	75	49	26	57.7
Air-Bridge Carriers	125	203	318	792	522	351	67.2	880	1 752	737	708	29	42.1
Alidair	128	444	450	14 554	7 757	4 193	54.1	6	631	313	2	310	49.5
Bristow Helicopters	584	3 870	3 511	33 971	9 448	5 767	61.0	176	805	549	29	520	68.2
Britannia Airways	3 100	1 838	4 902	203 116	402 988	343 303	85.2	10	34 272	29 190	5	29 185	85.2
British Air Ferries	109	250	403	1 507	2 003	697	34.8	411	586	242	178	64	41.2
British Executive Air Services	116	3 928	724	15 391	1 624	455	28.0	22	151	46	1	45	30.5
British Island Airways	70	158	229	154	94	56	60.1	18	326	141	137	5	43.3
British Midland Airways	783	875	1 415	46 115	105 265	47 773	45.4	161	9 800	4 485	759	3 726	45.8
Dan-Air Services	4 972	3 970	8 788	312 289	555 556	447 907	80.6	40	54 411	43 648	7 762	35 886	80.2
General Aviation Services	33	133	137	—	—	—	—	142	118	61	61	—	51.3
I.A.S. Cargo Airlines	1 088	352	1 550	—	—	—	—	4 251	41 494	26 544	26 544	—	64.0
Intra Airways	91	230	290	9 354	6 269	3 607	57.5	121	2 406	857	512	273	32.6
Invicta International Airlines	63	41	142	—	—	—	—	319	997	613	613	—	61.5
Laker Airways	2 229	923	3 287	102 323	444 973	349 098	78.5	—	44 375	27 928	—	27 928	62.9
Loganair	121	558	540	3 222	1 658	895	54.0	—	150	82	—	82	55.0
Management Aviation	96	1 355	482	4 439	663	388	58.5	82	67	35	5	30	61.4
Monarch Airlines	996	677	1 580	70 134	152 645	114 807	75.2	—	14 886	10 412	—	10 412	69.9
North Scottish Helicopters	198	4 060	992	12 181	794	595	74.9	—	62	46	—	46	74.2
Redcoat Air Cargo	60	18	127	—	—	—	—	142	914	551	551	—	60.3
Tradewinds Airways	653	271	1 059	—	—	—	—	3 201	23 713	14 059	14 059	—	59.3
Transmeridian Air Cargo	800	238	1 415	—	—	—	—	1 892	25 691	13 601	13 601	—	52.9
<b>TOTAL</b>	<b>20 380</b>	<b>30 048</b>	<b>40 344</b>	<b>1 024 400</b>	<b>2 161 841</b>	<b>1 658 910</b>	<b>76.6</b>	<b>16 279</b>	<b>323 181</b>	<b>217 610</b>	<b>79 491</b>	<b>138 119</b>	<b>67.3</b>
<b>Class 5A Licence TOTAL</b>	<b>483</b>	<b>624</b>	<b>993</b>	<b>18 468</b>	<b>22 145</b>	<b>15 020</b>	<b>67.8</b>	<b>..</b>	<b>14 103</b>	<b>9 759</b>	<b>8 511</b>	<b>1 248</b>	<b>69.2</b>
<b>TOTAL excludes 5A Licence</b>	<b>19 897</b>	<b>29 424</b>	<b>39 351</b>	<b>1 005 932</b>	<b>2 139 696</b>	<b>1 643 890</b>	<b>76.7</b>	<b>16 279</b>	<b>309 078</b>	<b>207 851</b>	<b>70 980</b>	<b>136 871</b>	<b>67.2</b>

\*Does not include cargo carried under class 5 Licences.

# International Non-Scheduled Services May 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	757	470	1 272	20 547	110 781	66 600	60.1	1 226	15 249	7 587	1 501	6 086	49.8
British Airtours	1 413	689	2 074	97 210	267 099	208 101	77.9	—	24 309	17 982	—	17 982	74.0
British Airways Helicopters	499	3 273	2 486	34 638	10 732	5 660	52.7	181	1 049	484	31	453	46.1
British Caledonian Airways	1 162	628	1 698	40 552	79 634	58 038	72.9	2 288	23 824	16 502	11 495	5 006	69.3
Air Anglia	11	18	30	39	79	25	32.3	—	8	3	—	3	32.3
Air Faisal	56	22	120	—	—	—	—	349	965	885	885	—	91.7
Air Freight	30	79	146	398	423	205	48.5	74	98	61	45	15	62.4
Air-Bridge Carriers	78	73	196	23	103	41	39.4	437	1 262	526	522	4	41.7
Alidair	106	371	377	11 760	6 454	3 341	51.8	1	501	247	1	247	49.4
Bristow Helicopters	584	3 870	3 511	33 971	9 448	5 767	61.0	176	805	549	29	520	68.2
Britannia Airways	3 098	1 835	4 898	202 947	402 745	343 190	85.2	—	34 251	29 175	—	29 175	85.2
British Air Ferries	94	219	349	1 213	1 790	573	32.0	363	495	205	153	52	41.5
British Executive Air Services	116	3 928	724	15 391	1 624	455	28.0	22	151	46	1	45	30.5
British Island Airways	21	66	69	76	36	28	76.0	—	99	42	40	2	42.6
British Midland Airways	647	616	1 136	35 302	93 761	42 314	45.1	80	8 727	4 014	714	3 300	46.0
Dan-Air Services	4 663	3 123	7 694	286 391	540 651	438 080	81.0	—	53 101	42 803	7 749	35 053	80.6
General Aviation Services	33	133	137	—	—	—	—	142	118	61	61	—	51.3
I.A.S. Cargo Airlines	1 088	352	1 550	—	—	—	—	4 251	41 494	26 544	26 544	—	64.0
Intra Airways	66	168	202	7 939	3 831	3 130	81.7	121	395	303	68	235	76.6
Invicta International Airlines	63	41	142	—	—	—	—	319	997	613	613	—	61.5
Laker Airways	2 229	923	3 287	102 323	444 973	349 098	78.5	—	44 375	27 928	—	27 928	62.9
Management Aviation	96	1 355	482	4 439	663	388	58.5	82	57	35	5	30	61.4
Monarch Airlines	996	677	1 580	70 134	152 645	114 807	75.2	—	14 886	10 412	—	10 412	69.9
North Scottish Helicopters	198	4 060	992	12 181	794	595	74.9	—	62	46	—	46	74.2
Redcoat Air Cargo	60	18	127	—	—	—	—	142	914	551	551	—	60.3
Tradewinds Airways	653	271	1 059	—	—	—	—	3 201	23 713	14 059	14 059	—	59.3
Transmeridian Air Cargo	800	238	1 415	—	—	—	—	1 892	25 691	13 601	13 601	—	52.9
<b>TOTAL</b>	<b>19 618</b>	<b>27 506</b>	<b>37 754</b>	<b>977 474</b>	<b>2 128 266</b>	<b>1 640 435</b>	<b>77.1</b>	<b>15 354</b>	<b>317 597</b>	<b>215 264</b>	<b>78 668</b>	<b>136 596</b>	<b>67.8</b>
Class 5A Licence TOTAL	442	527	871	15 738	18 987	14 003	73.8	..	11 980	9 234	8 067	1 167	77.1
TOTAL Excludes 5A Licence	19 176	26 979	36 883	961 736	2 109 279	1 626 432	77.1	15 354	305 617	206 030	70 601	135 429	67.4

\*Does not include cargo carried under Class 5 licences

# Domestic Non-Scheduled Services May 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	5	25	17	671	303	203	67.0	—	27	17	—	17	65.7
British Airways Helicopters	6	330	29	128	110	11	10.0	269	10	4	3	1	40.0
Air Anglia	17	86	74	204	119	38	32.3	—	12	4	—	4	32.3
Air Freight	11	36	57	471	303	136	44.9	11	32	14	4	10	43.8
Air-Bridge Carriers	46	130	122	769	419	310	74.1	442	490	211	186	25	43.0
Aldair	22	73	73	2 794	1 303	852	65.4	4	130	65	1	64	50.0
Britannia Airways	2	3	4	169	242	114	46.9	10	21	15	5	10	72.1
British Air Ferries	14	31	55	294	213	124	58.1	48	92	37	25	11	39.9
British Island Airways	49	102	160	78	57	29	50.0	18	227	99	97	2	43.6
British Midland Airways	136	259	279	10 813	11 505	5 459	47.5	81	1 072	471	45	426	43.9
Dan-Air Services	308	847	1 094	25 898	14 905	9 827	65.9	39	1 310	845	12	833	64.5
Intra Airways	25	62	88	1 415	2 438	477	19.6	—	2 011	482	444	38	24.0
Loganair	121	558	540	3 222	1 658	895	54.0	—	150	82	—	82	55.0
<b>TOTAL</b>	<b>763</b>	<b>2 542</b>	<b>2 591</b>	<b>46 926</b>	<b>33 575</b>	<b>18 475</b>	<b>54.9</b>	<b>925</b>	<b>5 584</b>	<b>2 346</b>	<b>823</b>	<b>1 523</b>	<b>42.0</b>
<b>Class 5A Licence TOTAL</b>	<b>41</b>	<b>97</b>	<b>122</b>	<b>2 730</b>	<b>3 158</b>	<b>1 017</b>	<b>32.2</b>	<b>..</b>	<b>2 123</b>	<b>525</b>	<b>444</b>	<b>81</b>	<b>24.7</b>
<b>TOTAL Excludes 5A Licence</b>	<b>722</b>	<b>2 445</b>	<b>2 469</b>	<b>44 196</b>	<b>30 417</b>	<b>17 458</b>	<b>57.4</b>	<b>925</b>	<b>3 461</b>	<b>1 821</b>	<b>379</b>	<b>1 442</b>	<b>52.5</b>

\*Does not include cargo carried under Class 5 licences

## Class 2 Licence Operations May 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	292	56	373	8 329	—	79 507	45 589	57.3	9 141	4 250	46.5
British Airtours	126	27	167	2 376	—	23 905	19 680	82.3	2 176	1 762	81.0
Dan-Air Services	43	12	57	1 219	—	8 097	6 647	82.1	647	531	82.1
Laker Airways	889	174	1 175	26 440	6 911	275 047	208 532	75.8	27 906	16 685	59.8
TOTAL	1 350	269	1 772	38 364	6 911	386 555	280 449	72.6	39 869	23 228	58.3

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers May 1978

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km			Tonne—km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways	99	74	238	2 784	10 736	6 639	61·8	970	548	56·5	—	—
British Airtours	948	558	1 492	85 379	179 239	146 548	81·8	16 312	12 518	76·7	—	841
British Caledonian Airways	569	397	882	33 795	65 650	49 493	75·4	6 171	4 266	69·1	—	—
Britannia Airways	2 881	1 655	4 547	185 332	374 488	322 331	86·1	31 849	27 402	86·0	—	8 439
British Midland Airways	37	27	73	1 653	2 977	2 426	81·5	259	189	73·1	—	—
Dan-Air Services	3 505	2 442	5 752	244 667	428 863	357 011	83·2	34 306	28 562	83·3	—	687
Laker Airways	771	420	1 171	44 831	100 403	84 315	84·0	9 855	6 743	68·4	—	—
Monarch Airlines	842	549	1 327	60 058	132 809	102 120	76·9	12 942	9 261	71·6	—	—
TOTAL International Services	9 653	6 122	15 482	658 499	1 295 165	1 070 884	82·7	112 663	89 488	79·4	—	9 967
Domestic Services—Nil												
GRAND TOTAL	9 653	6 122	15 482	658 499	1 295 165	1 070 884	82·7	112 663	89 488	79·4	—	9 967

## All Class 4 Licence Operations May 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	35	17	53	—	2 068	5 922	5 394	91.1	625	508	81.2
British Airtours	160	49	209	841	2 311	30 165	21 566	71.5	2 747	1 910	69.6
British Caledonian Airways	123	101	185	—	6 583	13 891	8 496	61.2	1 305	737	56.4
Britannia Airways	159	95	255	8 439	561	20 675	15 113	73.1	1 761	1 286	73.0
British Midland Airways	11	15	28	—	1 143	769	738	95.9	65	58	88.8
Dan-Air Services	750	444	1 231	687	33 996	93 011	67 732	72.8	7 443	5 419	72.8
Intra Airways	53	145	169	—	7 939	3 831	3 130	81.7	315	235	74.5
Laker Airways	405	281	717	—	18 315	36 048	26 940	74.7	3 240	2 155	66.5
Monarch Airlines	138	120	228	—	9 222	17 074	10 660	62.4	1 676	967	57.7
<b>TOTAL</b>	<b>1 833</b>	<b>1 267</b>	<b>3 076</b>	<b>9 967</b>	<b>82 138</b>	<b>221 386</b>	<b>159 768</b>	<b>72.2</b>	<b>19 177</b>	<b>13 273</b>	<b>69.2</b>

## International Class 4 Licence Operations May 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	35	17	53	—	2 068	5 922	5 394	91.1	625	508	81.2
British Airtours	160	49	209	841	2 311	30 165	21 566	71.5	2 747	1 910	69.6
British Caledonian Airways	123	101	185	—	6 583	13 891	8 496	61.2	1 305	737	56.4
Britannia Airways	159	95	255	8 439	561	20 675	15 113	73.1	1 761	1 286	73.0
British Midland Airways	10	14	27	—	997	750	719	95.8	63	56	88.7
Dan-Air Services	749	438	1 226	687	33 710	92 953	67 674	72.8	7 438	5 414	72.8
Intra Airways	53	145	169	—	7 939	3 831	3 130	81.7	315	235	74.5
Laker Airways	405	281	717	—	18 315	36 048	26 940	74.7	3 240	2 155	66.5
Monarch Airlines	138	120	228	—	9 222	17 074	10 660	62.4	1 676	967	57.7
<b>TOTAL</b>	<b>1 832</b>	<b>1 260</b>	<b>3 070</b>	<b>9 967</b>	<b>81 706</b>	<b>221 309</b>	<b>159 691</b>	<b>72.2</b>	<b>19 170</b>	<b>13 267</b>	<b>69.2</b>

## Domestic Class 4 Licence Operations May 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)	
British Midland Airways	—	1	1	—	146	19	19	100.0	2	2	93.4
Dan-Air Services	1	6	5	—	286	58	58	99.3	5	5	97.6
<b>TOTAL</b>	<b>1</b>	<b>7</b>	<b>6</b>	<b>—</b>	<b>432</b>	<b>77</b>	<b>77</b>	<b>99.5</b>	<b>7</b>	<b>6</b>	<b>96.6</b>

## All Class 6 Licence Operations May 1978

**Table 26.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	37	31	70	316	634	418	66.0
British Caledonian Airways	399	105	534	1 748	13 768	9 293	67.5
Air Freight	4	17	19	48	12	10	83.5
Air-Bridge Carriers	113	174	292	880	1 692	708	41.8
British Air Ferries	45	100	186	194	307	88	28.5
I.A.S. Cargo Airlines	301	89	419	1 334	11 272	9 317	82.7
Intra Airways	13	23	33	121	80	68	84.5
Redcoat Air Cargo	60	18	127	142	914	551	60.3
Tradewinds Airways	583	246	946	3 201	21 081	12 319	58.4
Transmeridian Air Cargo	644	199	1 129	1 757	21 458	11 469	53.4
TOTAL	2 199	1 002	3 754	9 743	71 219	44 241	62.1

## International Class 6 Licence Operations May 1978

**Table 26.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	37	31	70	316	634	418	66.0
British Caledonian Airways	399	105	534	1 748	13 768	9 293	67.5
Air Freight	4	17	19	48	12	10	83.5
Air-Bridge Carriers	75	67	186	438	1 244	522	41.9
British Air Ferries	38	86	157	157	247	69	28.0
I.A.S. Cargo Airlines	301	89	419	1 334	11 272	9 317	82.7
Intra Airways	13	23	33	121	80	68	84.5
Redcoat Air Cargo	60	18	127	142	914	551	60.3
Tradewinds Airways	583	246	946	3 201	21 081	12 319	58.4
Transmeridian Air Cargo	644	199	1 129	1 757	21 458	11 469	53.4
TOTAL	2 153	881	3 619	9 264	70 711	44 037	62.3

## Domestic Class 6 Licence Operations May 1978

**Table 26.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		
					Available (000)	Used (000)	Percentage of available
Air-Bridge Carriers	38	107	106	442	448	186	41.5
British Air Ferries	7	14	29	37	60	19	30.7
TOTAL	45	121	135	479	508	204	40.2

## All Class 7 Licence Operations May 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	505	3 603	2 515	34 766	10 842	5 671	52.3	450	1 059	488	34	454	46.1
Bristow Helicopters	584	3 870	3 511	33 971	9 448	5 767	61.0	176	805	549	29	520	68.2
British Executive Air Services	116	3 928	724	15 391	1 624	455	28.0	22	151	46	1	45	30.5
Management Aviation	96	1 355	482	4 439	663	388	58.5	82	57	35	5	30	61.4
North Scottish Helicopters	198	4 060	992	12 181	794	595	74.9	—	62	46	—	46	74.2
<b>TOTAL</b>	<b>1 499</b>	<b>16 816</b>	<b>8 224</b>	<b>100 748</b>	<b>23 371</b>	<b>12 876</b>	<b>55.1</b>	<b>731</b>	<b>2 134</b>	<b>1 164</b>	<b>68</b>	<b>1 096</b>	<b>54.5</b>

## International Class 7 Licence Operations May 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	499	3 273	2 486	34 638	10 732	5 660	52.7	181	1 049	484	31	453	46.1
Bristow Helicopters	584	3 870	3 511	33 971	9 448	5 767	61.0	176	805	549	29	520	68.2
British Executive Air Services	116	3 928	724	15 391	1 624	455	28.0	22	151	46	1	45	30.5
Management Aviation	96	1 355	482	4 439	663	388	58.5	82	57	35	5	30	61.4
North Scottish Helicopters	198	4 060	992	12 181	794	595	74.9	—	62	46	—	46	74.2
<b>TOTAL</b>	<b>1 493</b>	<b>16 486</b>	<b>8 195</b>	<b>100 620</b>	<b>23 261</b>	<b>12 865</b>	<b>55.3</b>	<b>462</b>	<b>2 124</b>	<b>1 160</b>	<b>65</b>	<b>1 095</b>	<b>54.6</b>

## Domestic Class 7 Licence Operations May 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	330	29	128	110	11	10.0	269	10	4	3	1	40.0
<b>TOTAL</b>	<b>6</b>	<b>330</b>	<b>29</b>	<b>128</b>	<b>110</b>	<b>11</b>	<b>10.0</b>	<b>269</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>40.0</b>

# All Exempt Operations May 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	253	291	485	5 782	10 197	5 244	51.4	910	3 444	1 510	1 050	460	43.8
British Caledonian Airways	71	25	97	174	94	49	52.3	540	2 579	2 206	2 202	4	85.5
Air Anglia	28	104	105	243	198	64	32.3	—	20	6	—	6	32.3
Air Faisal	56	22	120	—	—	—	—	350	965	885	885	—	91.7
Air Freight	28	69	134	869	725	341	47.0	38	81	43	17	26	53.1
Air-Bridge Carriers	4	10	16	23	152	51	33.4	—	21	5	—	5	24.7
Alidair	39	106	125	3 898	2 343	1 406	60.0	6	234	108	2	105	45.9
Britannia Airways	55	83	91	8 416	7 127	5 540	77.7	10	606	475	5	470	78.4
British Air Ferries	63	148	215	1 433	1 540	672	43.6	218	276	152	91	61	55.1
British Island Airways	50	104	163	154	94	56	60.1	18	230	101	97	5	44.0
British Midland Airways	284	501	586	18 494	27 963	12 104	43.3	161	2 628	1 073	129	943	40.8
Dan-Air Services	394	948	1 332	29 457	22 383	14 275	63.8	40	1 877	1 209	13	1 196	64.4
General Aviation Services	23	80	90	—	—	—	—	142	80	29	29	—	35.6
I.A.S. Cargo Airlines	732	246	1 056	—	—	—	—	2 918	28 055	15 367	15 367	—	54.8
Invicta International Airlines	63	41	142	—	—	—	—	319	997	613	613	—	61.5
Laker Airways	3	4	11	428	488	216	44.3	—	48	17	—	17	36.2
Loganair	121	558	540	3 222	1 658	895	54.0	—	150	82	—	82	54.7
Monarch Airlines	3	4	6	309	534	243	45.4	—	52	22	—	22	42.4
Transmeridian Air Cargo	84	25	175	—	—	—	—	136	2 204	836	836	—	37.9
TOTAL	2 354	3 369	5 487	72 902	75 494	41 155	54.5	5 807	44 545	24 738	21 336	3 403	55.5



# International Exempt Operations May 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	248	266	469	5 111	9 894	5 041	50.9	910	3 417	1 492	1 050	443	43.7
British Caledonian Airways	71	25	97	174	94	49	52.3	540	2 579	2 206	2 202	4	85.5
Air Anglia	11	18	30	39	79	25	32.3	—	8	3	—	3	32.3
Air Faisal	56	22	120	—	—	—	—	350	965	885	885	—	91.7
Air Freight	17	33	77	398	423	205	48.5	26	48	29	13	15	59.3
Air-Bridge Carriers	3	6	11	23	103	41	39.4	—	18	4	—	4	23.9
Alidair	17	33	52	1 104	1 040	554	53.3	2	104	42	1	42	40.7
Britannia Airways	53	80	87	8 247	6 884	5 426	78.8	—	585	460	—	460	78.6
British Air Ferries	56	131	189	1 139	1 362	548	40.2	206	244	134	84	50	54.8
British Island Airways	1	2	3	76	36	28	76.0	—	3	2	—	2	68.5
British Midland Airways	148	243	308	7 827	16 477	6 664	40.4	80	1 557	603	84	519	38.7
Dan-Air Services	96	123	266	4 391	7 886	4 746	60.2	1	645	387	—	387	60.1
General Aviation Services	23	80	90	—	—	—	—	142	80	29	29	—	35.6
I.A.S. Cargo Airlines	732	246	1 056	—	—	—	—	2 918	28 055	15 367	15 367	—	54.8
Invicta International Airlines	63	41	142	—	—	—	—	319	997	613	613	—	61.5
Laker Airways	3	4	11	428	488	216	44.3	—	48	17	—	17	36.2
Monarch Airlines	3	4	6	309	534	243	45.4	—	52	22	—	22	42.4
Transmeridian Air Cargo	84	25	175	—	—	—	—	136	2 204	836	836	—	37.9
<b>TOTAL</b>	<b>1 686</b>	<b>1 382</b>	<b>3 188</b>	<b>29 266</b>	<b>45 300</b>	<b>23 785</b>	<b>52.5</b>	<b>5 630</b>	<b>41 609</b>	<b>23 132</b>	<b>21 164</b>	<b>1 968</b>	<b>55.6</b>

# Domestic Exempt Operations May 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	25	17	671	303	203	67.0	—	27	17	—	17	65.7
Air Anglia	17	86	74	204	119	38	32.3	—	12	4	—	4	32.3
Air Freight	11	36	57	471	303	136	44.9	11	32	14	4	10	43.8
Air-Bridge Carriers	1	4	6	—	49	10	20.7	—	4	1	—	1	28.6
Alidair	22	73	73	2 794	1 303	852	65.4	5	130	65	1	64	50.0
Britannia Airways	2	3	4	169	242	114	46.9	10	21	15	5	10	72.1
British Air Ferries	7	17	26	294	178	124	69.8	12	31	18	7	11	67.6
British Island Airways	49	102	160	78	57	29	50.0	18	227	99	97	2	43.6
British Midland Airways	135	258	278	10 667	11 486	5 440	47.4	81	1 071	470	45	424	43.9
Dan-Air Services	298	825	1 065	25 066	14 497	9 529	65.7	40	1 232	821	12	809	66.6
Loganair	121	558	540	3 222	1 658	895	54.0	—	150	82	—	82	54.7
<b>TOTAL</b>	<b>669</b>	<b>1 987</b>	<b>2 300</b>	<b>43 636</b>	<b>30 194</b>	<b>17 370</b>	<b>57.5</b>	<b>177</b>	<b>2 936</b>	<b>1 606</b>	<b>171</b>	<b>1 435</b>	<b>54.7</b>

# Class 5 Operations for UK Operators May 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-kilometre used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	47	16	61	2 594	8 762	7 712	88.0	..	797	679	—	—	679	85.2
Air-Bridge Carriers	7	19	11	769	370	300	81.1	..	39	24	—	—	24	61.5
Alldair	89	338	325	10 656	5 414	2 787	51.5	..	397	205	—	—	205	51.6
Britannia Airways	5	5	10	368	698	319	45.7	..	56	28	—	—	28	50.0
British Air Ferries	1	2	3	62	23	21	91.3	..	3	2	—	—	2	66.7
British Midland Airways	1	2	5	118	127	95	74.8	..	10	8	—	—	8	80.0
Dan-Air Services	274	115	404	1 649	2 418	1 786	73.9	..	10 075	7 891	—	7 749	142	78.3
General Aviation Services	10	53	47	—	—	—	—	..	38	32	—	32	—	84.2
I.A.S. Cargo Airlines	5	2	7	—	—	—	—	..	203	185	—	185	—	91.1
Intra Airways	25	62	88	1 415	2 438	477	19.6	..	2 011	482	—	444	38	24.0
Laker Airways	9	6	15	837	1 895	1 523	80.4	..	194	122	—	—	122	62.9
Tradewinds Airways	10	4	19	—	—	—	—	..	280	101	—	101	—	36.1
<b>TOTAL</b>	<b>483</b>	<b>624</b>	<b>993</b>	<b>18 468</b>	<b>22 145</b>	<b>15 020</b>	<b>67.8</b>	<b>..</b>	<b>14 103</b>	<b>9 759</b>	<b>—</b>	<b>8 511</b>	<b>1 248</b>	<b>69.2</b>

# Class 5 Operations for Non-UK Operators May 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-kilometre used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	45	26	69	2 255	4 721	3 937	83.4	..	462	371	14	19	338	80.3
British Airtours	132	39	144	3 709	25 029	12 594	50.3	..	2 278	1 113	—	—	1 113	48.9
Air Freight	10	29	51	—	—	—	—	..	37	22	—	22	—	59.5
British Island Airways	20	54	66	—	—	—	—	..	96	40	—	40	—	41.7
British Midland Airways	450	330	724	24 707	73 429	32 410	44.1	..	6 838	3 158	—	630	2 528	46.2
Dan-Air Services	6	9	11	614	785	457	58.2	..	64	36	—	—	36	56.3
I.A.S. Cargo Airlines	50	15	69	—	—	—	—	..	1 965	1 675	—	1 675	—	85.2
Laker Airways	152	38	199	4 561	31 092	27 572	88.7	..	3 132	2 206	—	—	2 206	70.4
Monarch Airlines	13	4	19	545	2 228	1 785	80.1	..	216	162	—	—	162	75.0
Tradewinds Airways	60	21	94	—	—	—	—	..	2 352	1 639	—	1 639	—	69.7
Transmeridian Air Cargo	71	14	112	—	—	—	—	..	2 030	1 296	—	1 296	—	63.8
<b>TOTAL</b>	<b>1 009</b>	<b>579</b>	<b>1 556</b>	<b>36 391</b>	<b>137 284</b>	<b>78 755</b>	<b>57.4</b>	<b>..</b>	<b>19 470</b>	<b>11 718</b>	<b>14</b>	<b>5 321</b>	<b>6 383</b>	<b>60.2</b>

# Aircraft Type and Utilisation — All Airlines May 1978

Table 30.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Daily Aircraft in service at Quarter ended	
		Passenger	Cargo	Passenger	Cargo			March 1978	Utilisation per Aircraft (hrs) Quarter ended March 1978
Aerospatiale SA330J Puma	✕ 118	591	—	579	—	7 188	1 435	6	3.2
Aviation Traders Carvair	29	6	44	4	113	12	4	2	2.2
Aviation Traders Merchantman	485	—	530	—	877	—	—	6	4.5
AW650 Argosy	60	—	159	—	185	—	—	3	1.9
BAC 111-200	747	1 486	4	1 580	5	61 760	33 756	9	5.5
BAC 111-300/400	2 167	2 432	—	3 982	—	131 783	131 321	17	6.5
BAC 111-500	4 347	6 316	41	8 445	48	410 356	307 304	35	6.3
BAC/Aerospatiale Concorde	619	112	—	449	—	7 004	38 997	5	2.6
Bell 206 Jet ranger	✕ —	—	—	—	—	—	—	2	—
Bell 212 Twin	✕ 132	4 314	—	812	—	17 544	535	9	2.3
Boeing 707-120/120B	523	288	—	782	—	36 113	66 781	3	6.9
Boeing 707-320C/336	6 003	1 388	531	5 683	2 396	101 371	410 495	32	8.5
Boeing 707-420	1 432	697	—	2 235	—	98 732	210 572	9	6.4
Boeing 720/720B	476	282	—	719	—	33 949	64 026	3	9.0
Boeing 727-100	1 493	821	—	2 235	—	88 912	165 318	8	6.7
Boeing 737-200	3 100	1 838	—	4 902	—	203 116	343 303	16	8.0
Boeing 747-100	5 307	1 300	3	6 888	7	166 146	1 182 831	19	11.3
Boeing 747-200	1 941	359	—	2 469	—	44 332	407 278	4	11.3
Bristol Britannia 300	243	—	110	—	528	—	—	5	4.5
Britten-Norman Islander	127	1 582	—	613	—	5 359	482	11	1.7
Britten-Norman Trislander	225	2 641	—	1 194	—	26 110	2 047	14	2.4
Canadair CL 44	748	—	260	—	1 484	—	—	11	4.9
Cessna 404 Titan	115	256	—	444	—	842	387	—	—
DC3 Dakota/Pionair	162	430	328	382	411	8 235	1 325	12	2.5
DH 106 Comet 4B/C	990	646	—	1 660	—	64 461	99 701	13	2.4
DHC 6 Twin-Otter	88	411	—	393	—	3 915	930	3	2.4
Fokker Friendship 100/600	650	1 526	—	1 838	—	28 212	12 081	8	6.3
Hawker Siddeley 121 Trident 1C	515	947	—	1 036	—	58 399	31 951	11	2.5
Hawker Siddeley 121 Trident 1E	358	680	—	841	—	59 796	31 791	4	5.5
Hawker Siddeley 121 Trident 2E	1 529	1 356	—	2 572	—	89 808	98 922	16	5.5
Hawker Siddeley 121 Trident 3B	2 615	3 514	—	5 113	—	326 517	235 907	25	4.9
HP Herald 100/200	830	2 873	559	2 549	580	73 253	16 092	26	3.5
HS 748	719	2 324	—	2 576	—	60 366	20 966	19	3.8
Lockheed L1011 Tristar	1 342	809	—	2 084	—	122 730	202 164	9	6.0
MBB BO 105	✕ 259	5 153	6	1 297	1	15 460	778	3	10.8
McDonnell-Douglas DC10-10	1 107	229	—	1 477	—	50 845	283 064	4	9.6
McDonnell-Douglas DC8-54F/55F	1 017	—	311	—	1 387	—	—	6	9.1
McDonnell-Douglas DC9-10 to 40	348	736	—	751	—	31 008	15 219	3	5.7
McDonnell-Douglas DC-10-30	495	155	—	646	—	8 430	55 336	2	11.8
Piper PA23 Aztec (and Apache)	✕ 11	72	—	46	—	179	27	2	0.3
Piper PA31 Navajo (All series)	272	1 182	—	1 010	—	3 623	923	7	2.4
Sikorsky 58T	✕ 149	797	87	888	25	5 099	966	10	2.6
Sikorsky S61N	✕ 823	5 269	—	4 442	—	62 057	9 642	38	3.4
Vickers Super VC10	3 049	981	—	4 034	—	50 874	248 493	15	9.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	128	442	2	449	1	14 554	4 193	5	2.7
Vickers Viscount 700D/800/810	1 254	4 474	21	4 193	29	157 006	49 257	29	4.0
Westland S.55 Whirlwind	✕ —	—	—	—	—	—	—	2	—
Westland Wessex	✕ 46	1 053	—	329	—	4 446	194	4	2.7
<b>TOTAL</b>	<b>49 191</b>	<b>62 768</b>	<b>2 996</b>	<b>84 621</b>	<b>8 077</b>	<b>2 739 902</b>	<b>4 786 741</b>	<b>506</b>	<b>5.2</b>

# Aircraft Type and Utilisation—Individual Airlines Table 30.2

## May 1978

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
<b>British Airways</b>									
HS 748	48	338	—	289	—	8 273	2 250	2	5.1
Vickers Viscount 700D/800/810	759	2 939	—	2 654	—	103 132	28 915	18	4.4
BAC 111-300/400	654	1 338	—	1 368	—	57 928	26 240	7	5.0
BAC 111-500	1 788	3 766	—	3 891	—	229 712	102 339	18	5.9
Hawker Siddeley 121 Trident 2E	1 529	1 356	—	2 572	—	89 808	98 922	16	5.5
Aviation Traders Merchantman	426	—	484	—	746	—	—	5	4.9
Hawker Siddeley 121 Trident 1C	515	947	—	1 036	—	58 399	31 951	11	2.5
Hawker Siddeley 121 Trident 3B	2 615	3 514	—	5 113	—	326 517	235 907	25	4.9
Hawker Siddeley 121 Trident 1E	358	680	—	841	—	59 796	31 791	4	5.5
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 049	981	—	4 034	—	50 874	248 493	15	9.4
Lockheed L1011 Tristar	1 342	809	—	2 084	—	122 730	202 164	9	6.0
Boeing 707-320C/336	2 611	558	238	2 356	1 074	35 695	177 077	11	10.1
Boeing 747-100	5 307	1 300	3	6 888	7	166 146	1 182 831	19	11.3
Boeing 747-200	1 941	359	—	2 469	—	44 332	407 278	4	11.3
BAC/Aerospatiale Concorde	619	112	—	449	—	7 004	38 997	5	2.6
TOTAL	23 591	18 997	725	36 044	1 827	1 360 346	2 815 156	170	6.4
<b>British Airtours</b>									
Boeing 707-420	1 432	697	—	2 235	—	98 732	210 572	9	6.4
<b>British Airways Helicopters</b>									
Sikorsky S61N	501	3 432	—	2 492	—	42 222	6 165	22	3.0
Sikorsky 58T	20	285	—	110	—	1 569	111	2	3.0
Bell 212 Twin	12	340	—	63	—	2 021	69	1	1.4
TOTAL	533	4 057	—	2 665	—	45 812	6 345	25	2.9
<b>British Caledonian Airways</b>									
Piper PA31 Navajo (All Series)	22	120	—	108	—	212	40	1	5.8
BAC 111-200	554	1 262	4	1 264	5	49 622	23 292	7	6.2
BAC 111-500	1 217	1 441	41	2 178	48	75 624	76 216	9	9.1
Boeing 707-320C/336	2 060	303	210	1 725	978	17 836	108 074	9	11.8
McDonnell-Douglas DC10-30	495	155	—	646	—	8 430	55 336	2	2.8
TOTAL	4 348	3 281	255	5 921	1 031	151 724	262 957	28	7.4
<b>Air Anglia</b>									
Fokker Friendship 100/600	650	1 526	—	1 838	—	28 212	12 081	8	6.3
Piper PA31 Navajo (All Series)	187	872	—	684	—	2 678	635	6	2.0
TOTAL	837	2 398	—	2 522	—	30 890	12 716	14	4.2
<b>Air Faisal</b>									
Bristol Britannia 300	56	—	22	—	120	—	—	2	2.6
<b>Air Freight</b>									
DC3 Dakota/Pionair	63	57	160	107	209	869	341	5	3.3
<b>Air Wales</b>									
Piper PA31 Navajo (All Series)	62	190	—	218	—	733	248	..	..

**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 March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
<b>Air Westward</b>									
Cessna 404 Titan	115	256	—	444	—	842	387	..	..
<b>Air-Bridge Carriers</b>									
HP Herald 100/200	34	29	138	27	79	792	351	2	1.4
AW650 Argosy	60	—	159	—	185	—	—	3	1.9
Aviation Traders Merchantman	59	—	46	—	131	—	—	1	2.3
TOTAL	153	29	343	27	395	792	351	6	1.8
<b>Alidair</b>									
Vickers Viscount 700	128	442	2	449	1	14 554	4 193	5	2.7
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	114	2 037	—	644	—	20 971	1 112	6	2.3
Britten-Norman Islander	7	111	—	39	—	516	32	2	0.7
TOTAL	121	2 148	—	683	—	21 487	1 144	8	1.9
<b>Bristow Helicopters</b>									
Bell 206 Jet Ranger	—	—	—	—	—	—	—	2	—
Sikorsky S61N	322	1 837	—	1 950	—	19 835	3 477	16	4.0
Westland Wessex	46	1 053	—	329	—	4 446	194	4	2.7
Sikorsky 58T	94	343	—	628	—	2 370	650	6	2.2
Bell 212 Twin	4	46	—	25	—	132	11	1	—
Aerospatiale SA330J Puma	118	591	—	579	—	7 188	1 435	6	3.2
Westland S.55 Whirlwind	—	—	—	—	—	—	—	2	—
TOTAL	584	3 870	—	3 511	—	33 971	5 767	37	3.0
<b>Britannia Airways</b>									
Boeing 737-200	3 100	1 838	—	4 902	—	203 116	343 303	16	8.0
<b>British Air Ferries</b>									
HP Herald 100/200	286	1 029	62	988	83	20 564	4 689	11	2.6
Aviation Traders Carvair	29	6	44	4	113	12	4	2	2.2
TOTAL	315	1 035	106	992	196	20 576	4 693	13	2.6
<b>British Executive Air Services</b>									
Bell 212 Twin	116	3 928	—	724	—	15 391	455	7	2.7
<b>British Island Airways</b>									
HP Herald 100/200	510	1 815	359	1 534	418	51 897	11 052	13	4.7
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	379	1 244	—	1 223	—	38 502	14 572	8	4.3
McDonnell-Douglas DC9-10 to 40	348	736	—	751	—	31 008	15 219	3	5.7
Boeing 707-320C/336	500	368	—	819	—	27 405	35 750	6	7.8
TOTAL	1 227	2 348	—	2 793	—	96 915	65 541	17	5.6
<b>Brymon Airways</b>									
Britten-Norman Islander	13	73	—	68	—	238	49	1	2.4
DHC 6 Twin-Otter	46	272	—	210	—	2 380	468	2	2.7
TOTAL	58	345	—	278	—	2 618	517	3	2.6

**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 March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
<b>Dan-Air Services</b>									
HS 748	641	1 986	—	2 287	—	52 093	18 716	17	3.6
BAC 111-200	194	224	—	316	—	12 138	10 464	2	4.6
BAC 111-300/400	660	571	—	1 208	—	37 106	45 584	5	5.3
BAC 111-500	1 014	834	—	1 815	—	83 678	102 772	6	7.3
DH 106 Comet 4B/C	990	646	—	1 660	—	64 461	99 701	13	2.4
Boeing 727-100	1 493	821	—	2 235	—	88 912	165 318	8	6.7
Boeing 707-320C/336	405	68	83	226	344	7 940	21 118	5	4.5
<b>TOTAL</b>	<b>5 396</b>	<b>5 150</b>	<b>83</b>	<b>9 747</b>	<b>344</b>	<b>346 328</b>	<b>461 673</b>	<b>56</b>	<b>4.3</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	33	—	133	—	137	—	—	..	..
<b>Haywards Aviation</b>									
Britten-Norman Islander	7	40	—	32	—	140	26	1	0.8
Piper PA23 Aztec (and Apache)	11	72	—	46	—	179	27	2	0.3
<b>TOTAL</b>	<b>18</b>	<b>112</b>	<b>—</b>	<b>78</b>	<b>—</b>	<b>319</b>	<b>53</b>	<b>3</b>	<b>0.5</b>
<b>I.A.S. Cargo Airlines</b>									
Bristol Britannia 300	64	—	29	—	139	—	—	1	7.0
McDonnell-Douglas DC8/54F/55F	737	—	221	—	1 003	—	—	4	10.8
<b>TOTAL</b>	<b>801</b>	<b>—</b>	<b>250</b>	<b>—</b>	<b>1 142</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>9.7</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	66	373	35	275	65	7 366	984	7	1.5
Vickers Viscount 700D/800/810	116	291	21	316	29	15 372	5 769	3	1.2
<b>TOTAL</b>	<b>182</b>	<b>664</b>	<b>56</b>	<b>591</b>	<b>94</b>	<b>22 738</b>	<b>6 753</b>	<b>10</b>	<b>1.4</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	63	—	41	—	142	—	—	1	4.6
<b>Laker Airways</b>									
BAC 111-300/400	853	523	—	1 406	—	36 749	61 497	5	9.9
McDonnell-Douglas DC10-10	1 107	229	—	1 477	—	50 845	283 064	4	9.6
Boeing 707-120/120B	330	168	—	482	—	21 270	41 977	2	7.1
Boeing 707-320C/336	428	91	—	557	—	12 495	68 476	1	—
<b>TOTAL</b>	<b>2 719</b>	<b>1 011</b>	<b>—</b>	<b>3 922</b>	<b>—</b>	<b>121 359</b>	<b>455 015</b>	<b>12</b>	<b>9.1</b>
<b>Loganair</b>									
Britten-Norman Trislander	110	604	—	550	—	5 139	936	8	2.4
Britten-Norman Islander	100	1 358	—	474	—	4 465	321	7	1.9
DHC 6 Twin-Otter	42	139	—	183	—	1 535	462	1	2.1
<b>TOTAL</b>	<b>253</b>	<b>2 101</b>	<b>—</b>	<b>1 207</b>	<b>—</b>	<b>11 139</b>	<b>1 719</b>	<b>16</b>	<b>2.2</b>
<b>Management Aviation</b>									
Sikorsky 58T	35	169	87	150	25	1 160	205	2	3.1
MBB BO 105	61	1 093	6	305	1	3 279	183	3	2.7
<b>TOTAL</b>	<b>96</b>	<b>1 262</b>	<b>93</b>	<b>455</b>	<b>26</b>	<b>4 439</b>	<b>388</b>	<b>5</b>	<b>2.8</b>

**Table 30.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
		Passenger	Cargo	Passenger	Cargo				
<b>Monarch Airlines</b>									
BAC 111-500	328	275	—	561	—	21 342	25 977	2	7.2
Boeing 707-120/120B	193	120	—	300	—	14 843	24 804	1	9.0
Boeing 720/720B	476	282	—	719	—	33 949	64 026	3	—
<b>TOTAL</b>	<b>996</b>	<b>677</b>	<b>—</b>	<b>1 580</b>	<b>—</b>	<b>70 134</b>	<b>114 807</b>	<b>6</b>	<b>8.0</b>
<b>North Scottish Helicopters</b>									
MBB BO 105	198	4 060	—	992	—	12 181	595	..	..
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	60	—	18	—	127	—	—	1	6.0
<b>Tradewinds Airways</b>									
Canadair CL 44	228	—	112	—	453	—	—	4	5.9
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	520	—	148	—	1 031	—	—	7	4.3
McDonnell-Douglas DC8-54F/55F	280	—	90	—	384	—	—	2	6.7
<b>TOTAL</b>	<b>800</b>	<b>—</b>	<b>238</b>	<b>—</b>	<b>1 415</b>	<b>—</b>	<b>—</b>	<b>9</b>	<b>4.7</b>
<b>GRAND TOTAL</b>	<b>49 191</b>	<b>62 768</b>	<b>2 996</b>	<b>84 621</b>	<b>8 077</b>	<b>2 739 902</b>	<b>4 786 741</b>	<b>506</b>	<b>5.2</b>



# Operations Subject to Variable Charge by Type of Licence for May 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
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	685 105	387 009	100 133	286 873	56.4
Class 2	39 869	23 228	—	23 228	58.2
Class 3	112 663	89 488	—	89 488	79.4
Class 4	18 623	12 800	—	12 800	68.7
Class 5A	13 823	9 658	8 410	1 248	69.8
Class 6	55 929	36 004	36 003	—	64.3
Class 7	1 867	1 044	67	977	55.7
<b>TOTAL</b>	<b>927 879</b>	<b>559 231</b>	<b>144 614</b>	<b>414 617</b>	<b>60.2</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	40 205	24 439	13 306	11 134	60.7
Exempt Services	32 526	17 144	13 822	3 322	52.7
Class 5B	17 346	10 270	3 887	6 383	59.2
Small Aircraft Operations	833	411	7	404	49.3
<b>TOTAL</b>	<b>90 910</b>	<b>52 264</b>	<b>31 021</b>	<b>21 243</b>	<b>57.5</b>
<b>GRAND TOTAL</b>	<b>1 018 789</b>	<b>611 495</b>	<b>175 635</b>	<b>435 860</b>	<b>60.0</b>

# Output by Type of Licence and Aircraft Ownership for May 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	685 671	708	21 474	707 853
Class 2	39 869	—	—	39 869
Class 3	112 663	—	—	112 663
Class 4	18 623	553	—	19 177
Class 6	55 929	—	15 291	71 219
Class 7	2 134	—	—	2 134
Exempt Services	32 526	10 983	1 036	44 545
<b>TOTAL</b>	<b>947 415</b>	<b>12 244</b>	<b>37 801</b>	<b>997 460</b>
Class 5A	13 823	—	280	14 103
Class 5B	17 346	—	2 124	19 470
<b>TOTAL</b>	<b>31 169</b>	<b>—</b>	<b>2 404</b>	<b>33 573</b>
<b>GRAND TOTAL</b>	<b>978 584</b>	<b>12 244</b>	<b>40 205</b>	<b>1 031 033</b>

# Passenger Analysis by Type of Licence and Fare Category May 1978

**Table 33.1**

## SCHEDULED

		Fare categories									Total Passengers
		First Class	Normal Economy	Individual travel – only fares Excursion	Apex/ Ipex	Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	
Class 1	All	52 173	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 761 862
	International	52 173	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 187 118
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	574 744

## NON-SCHEDULED

**Table 33.2**

Licence Class		Fare Categories				Total Passengers
		ABC	TGC	IT	Other	
Class 2	All	38 364	6 911	—	—	45 275
	International	38 364	6 911	—	—	45 275
	Domestic	—	—	—	—	—
Class 3	All	—	—	658 499	—	658 499
	International	—	—	658 499	—	658 499
	Domestic	—	—	—	—	—
Class 4	All	—	—	9 967	82 138	92 105
	International	—	—	9 967	81 706	91 673
	Domestic	—	—	—	432	432
Class 7	All	—	—	—	100 748	100 748
	International	—	—	—	100 620	100 620
	Domestic	—	—	—	128	128
Exempt	All	—	—	—	72 902	72 902
	International	—	—	—	29 266	29 266
	Domestic	—	—	—	43 636	43 636
TOTAL NON-SCHEDULED						
	All	38 364	6 911	668 466	255 788	969 529
	International	38 364	6 911	668 466	211 592	925 333
	Domestic	—	—	—	44 196	44 196

(a) Under revision.

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

<b>An air transport movement</b>	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.).
<b>Empty charter positioning flights</b>	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial flights</b>	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).
<b>Test and training flights</b>	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'.
<b>Other non-commercial flights</b>	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.
<b>Private flights</b>	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
<b>Aero-club flights</b>	are flights operated by aero-club members for instruction or pleasure.
<b>Official flights</b>	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military flights</b>	are flights by British or foreign military personnel exclusively for military purposes.

## AIR PASSENGERS

<b>Passengers</b>	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.
<b>Revenue passengers</b>	are those who pay 25 per cent or more of the normal applicable fare.
<b>A terminal passenger</b>	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.
<b>A transit passenger</b>	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

<b>International services</b>	are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
<b>Domestic services</b>	are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
<b>Cabotage</b>	is traffic carried between territories of the United Kingdom other than domestic services.
<b>Scheduled services</b>	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 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.

<b>Aircraft accident</b>	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.
<b>Aircraft days available</b>	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.
<b>Aircraft departures</b>	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.
<b>Aircraft hours flown per day</b>	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.
<b>Aircraft kilometres performed</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>Aircraft movements</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
<b>Baggage</b>	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
<b>Block-to-block/ chock-to-chock time</b>	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.
<b>Capacity offered per aircraft hour</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
<b>Capacity offered per flight</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
<b>Cargo (or mail) tonne-kilometres performed</b>	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.

<b>Cargo (or mail) tonnes carried</b>	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.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the passenger-kilometres by the related number of passengers carried.
<b>Distance flown per tonne of cargo</b>	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.
<b>Flights (commercial air transport)</b>	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.
<b>Passenger-kilometres performed</b>	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.
<b>Passenger load factor</b>	Passenger-kilometres performed divided by seat-kilometres available and expressed as a percentage.
<b>Passenger revenue per traffic-unit</b>	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.
<b>Passengers carried</b>	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.
<b>Passengers carried per aircraft</b>	The average number of passengers per aircraft is computed by dividing passenger-kilometres by the related aircraft kilometres flown.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload capacity per aircraft</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft kilometres flown.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Seat-kilometres available</b>	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of 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.