

Miss Esdaile

Civil Aviation Authority



CAA Monthly Statistics
(up to and including June 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 20 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—June 1978

Activity at UK Airports

Air transport movements during the month of June 1978 reached a level of 78 000 (6.8 per cent growth against June 1977); the proportion of all-freight movements was 4.8 per cent of the total. London area movements accounted for 38 000 (7.1 per cent growth as compared with the previous year). Gatwick reported 1 707 additional movements (20.9 per cent growth), Heathrow 634 additional movements (2.7 per cent growth), Luton 118 additional movements (5.8 per cent growth) and Southend 69 additional movements (5.0 per cent growth). Stansted reported a fall in traffic (9 fewer movements; 2.3 per cent decline). Outside the London area, 6.5 per cent growth was reported (40 000 movements). Aberdeen reported the greatest increase in actual movements (827 additional movements; 19.1 per cent growth), followed by Glasgow and Tees-side with 645 additional movements (18.5 per cent growth) and 635 additional movements (85.1 per cent growth) respectively. Bournemouth reported the heaviest fall in traffic with 179 fewer movements; 24.7 per cent decline, followed by Belfast and Prestwick with 139 fewer movements (6.6 per cent decline) and 113 fewer movements (13.0 per cent decline) respectively. Scheduled movements rose by 6.3 per cent and charter movements by 8.2 per cent. The UK operators' share of the scheduled movements rose 1.1 percentage points to stand at 76.3 of the total and their share of charter movements fell 1.1 percentage points to stand at 84.5 per cent.

The number of terminal passengers reported by UK airports in June 1978 was 5.1 million, which represented a growth of 12.2 per cent as compared with the same month in the previous year. London area passengers accounted for 3.5 million (12.0 per cent growth). Gatwick reported 153 513 additional passengers (22.1 per cent growth), Heathrow 190 970 additional passengers (8.5 per cent growth), Luton 27 257 additional passengers (14.7 per cent growth), Southend 542 additional passengers (2.3 per cent growth) and Stansted 6 631 additional passengers (26.8 per cent growth). Outside the London area, 1.6 million passengers used UK airports (12.6 per cent growth as compared with June 1977). Manchester reported the greatest increase in passengers handled (62 664 additional passengers; 20.4 per cent growth), followed by Aberdeen and Glasgow with 29 719 additional passengers (35.9 per cent growth) and 28 578 additional passengers (15.9 per cent growth) respectively. Southampton reported the heaviest fall in passengers handled (1 274 fewer passengers; 4.8 per cent decline), followed by Cambridge and Kirkwall with 611 fewer passengers (19.2 per cent decline) and 546 fewer passengers (6.0 per cent decline) respectively. Passengers travelling on scheduled services rose by 11.6 per cent and those travelling on charter services rose by 13.6 per cent. The UK operators' share of scheduled traffic rose marginally to stand at 63.7 per cent of the

total and their share of charter traffic fell marginally to stand at 76.0 per cent.

Almost 3.9 million passengers travelled on international services in June 1978 (13.9 per cent growth as compared with June 1977). Scheduled services carried 14.1 per cent more passengers and charter services 13.5 per cent more. The most heavily used scheduled routes were those to USA with 18.6 per cent of the total (49.9 per cent growth), followed by those to France and Germany with 10.9 per cent of the total (5.5 per cent growth) and 7.3 per cent of the total (6.7 per cent growth) respectively. Services to Spain carried 39.6 per cent of all charter passengers (31.1 per cent growth), services to Italy 9.5 per cent of the total (7.7 per cent growth) and those to USA 7.8 per cent of the total (30.6 per cent decline).

During June 1978, air freight handled at UK airports amounted to 61 000 tonnes (8.2 per cent growth as compared with June 1977); 32 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased by 11.3 per cent to 50 000 tonnes. Heathrow reported 9.9 per cent growth (3 473 additional tonnes), Gatwick 20.1 per cent growth (1 374 additional tonnes) and Southend 89.9 per cent growth (346 additional tonnes). Stansted and Luton reported falls in tonnage handled (61 fewer tonnes; 2.7 per cent decline and 30 fewer tonnes; 5.1 per cent decline respectively). Over the rest of the UK, tonnage declined by 4.5 per cent. Blackpool and East Midlands reported the greatest increases in tonnage handled (301 additional tonnes; five fold growth and 210 additional tonnes; 51.3 per cent growth respectively). Belfast reported the heaviest fall in traffic (428 fewer tonnes; 39.1 per cent decline), followed by Manchester and Liverpool with 364 fewer tonnes (12.5 per cent decline) and 314 fewer tonnes (35.7 per cent decline) respectively. Freight carried on scheduled services rose by 7.2 per cent and that carried on charter services rose by 12.9 per cent. The UK operators' share of scheduled tonnage rose 2.0 percentage points to stand at 45.2 per cent of the total and their share of tonnage carried on charter services rose 3.9 percentage points to 86.8 per cent.

Output of UK Airlines

The output of UK airlines for all services in June 1978 was 1 080 million available tonne-kilometres, an increase of 5.1 per cent on June 1977.

The scheduled service output of 719 million available tonne-kilometres was 6.4 per cent higher than a year earlier. The overall load factor was 60.3 per cent compared with 57.4 the previous year. Seat kilometres used were 63.8 per cent of those available. Seat factors on

domestic and international scheduled services were 63·3 and 63·8 per cent respectively compared with 63·4 and 60·3 per cent a year earlier.

The non-scheduled output of 361 million available tonne-kilometres was 2·6 per cent higher than in June 1977. Advance Booking charters and Inclusive Tour charters accounted for 57·2 and 137·7 million available tonne-kilometres respectively compared with 86·2 and

121·8 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 Airports and Airlines Year ended 30 June 1978

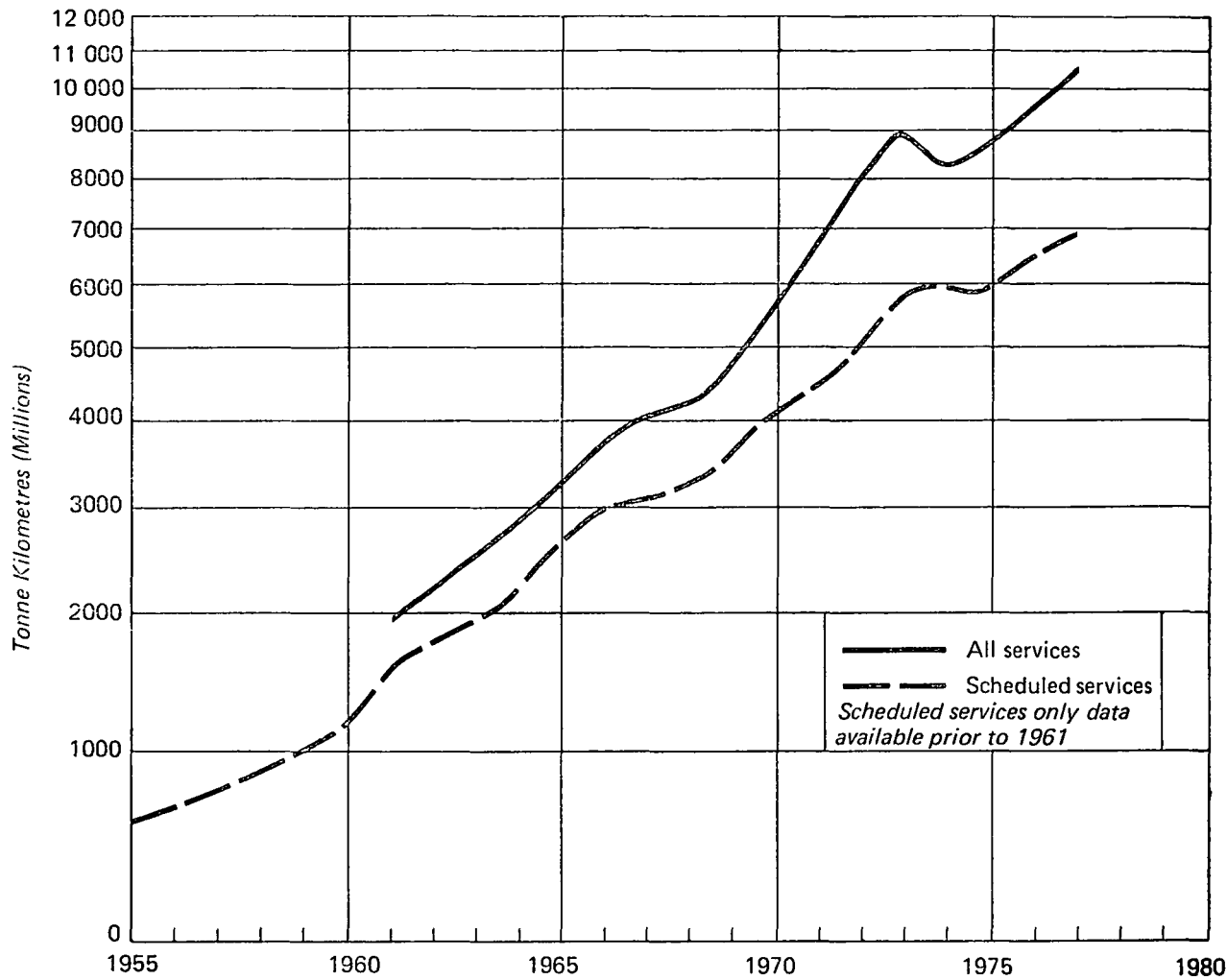
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	24 391	50.61	100	100.00
Gatwick	6 982	14.49	98	49.39
Manchester	3 027	6.28	95	34.91
Luton	2 001	4.15	93	28.63
Glasgow	1 883	3.91	91	24.48
Birmingham	1 152	2.39	89	20.57
Belfast	1 099	2.28	86	18.18
Aberdeen	1 088	2.26	84	15.90
Edinburgh	1 044	2.17	82	13.64
Newcastle	670	1.39	80	11.48
East Midlands	490	1.02	77	10.09
Sumburgh	395	0.82	75	9.07
Prestwick	381	0.79	73	8.25
Isle of Man	338	0.70	70	7.46
Stansted	299	0.62	68	6.76
Leeds/Bradford	296	0.61	66	6.14
Southampton	277	0.58	64	5.52
Tees-side	255	0.53	61	4.95
Southend	252	0.52	59	4.42
Liverpool	234	0.49	57	3.90
Bristol	228	0.47	55	3.41
Cardiff	212	0.44	52	2.94
Other 22 Airports	1 203	2.50	50	2.50

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways	6 796	60.45	100	100.0
British Caledonian	963	8.57	97	39.55
Dan-Air Services	645	5.74	94	30.98
Laker Airways	624	5.55	91	25.24
I.A.S. Cargo Airlines	492	4.38	88	19.69
Britannia Airways	405	3.60	85	15.32
Transmeridian Air Cargo	286	2.54	82	11.72
Tradewinds Airways	255	2.27	79	9.17
British Airtours	251	2.23	76	6.90
British Midland Airways	199	1.77	74	4.67
Monarch Airlines	175	1.56	71	2.89
Air Anglia	36	0.32	68	1.34
Air Bridge Carriers	20	0.18	65	1.02
Redcoat Air Cargo	17	0.15	62	0.85
British Air Ferries	15	0.13	59	0.69
Intra Airways	13	0.12	56	0.56
Others (18 airlines)	50	0.44	53	0.44

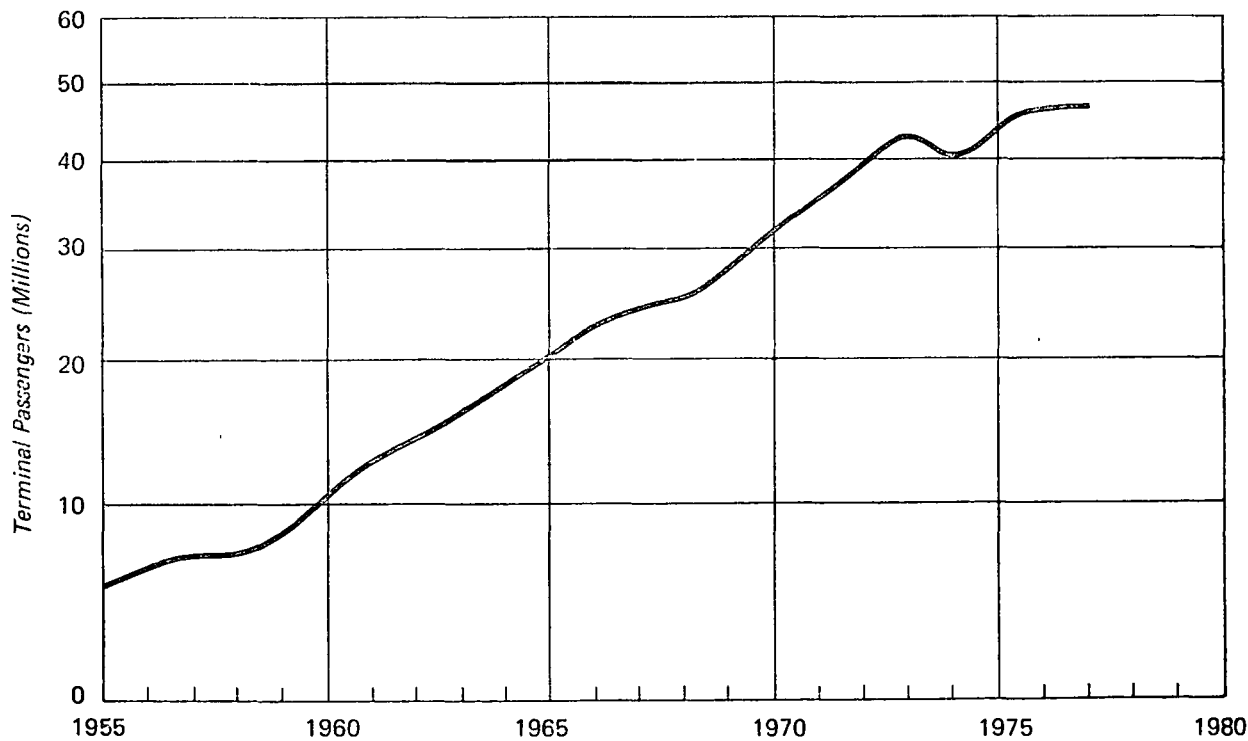
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
Year ended						
June 1977	1 896	750	45 704	9 976	6 608	3 368
June 1978	1 940	795	48 197	11 288	7 443	3 845
Latest year's growth (percentages)						
	2.3	6.0	5.5	13.2	12.6	14.2
Mean rates of growth (percentages) to 1977						
20 years	6.4	4.1	10.4	..	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	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
2nd quarter	216.3	13 473.7	123.9	6 508.4	46.8	2 666.8	38.3	3 599.6	7.3	699.0
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
June	73.2	4 561.3	40.7	2 104.4	16.4	963.6	13.4	1 203.1	2.7	290.3
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
June	78.2	5 116.5	43.9	2 352.1	17.5	1 082.5	13.6	1 339.5	3.2	342.5

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	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
2nd quarter	551.1	237.9	216.3	21.7	313.1	235.2	46.4	31.5
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
June	175.3	81.5	73.2	8.3	93.8	72.8	11.8	9.2
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
June	186.7	86.0	78.2	7.8	100.7	80.0	11.9	8.8

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway 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
2nd quarter	106.1	4.5	6.5	12.7	33.7	8.2	25.8	2.1	8.2	8.6	27.5
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
June	35.5	1.6	2.1	3.2	10.7	4.8	8.3	0.7	2.9	3.4	9.5
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
June	38.2	1.7	2.3	4.6	12.0	2.8	9.7	0.8	2.9	3.2	9.2

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter 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
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	91.0	1 361.1	58.0	196.0	374.2	563.6
1977 January	2 170.1	13.4	28.0	70.4	273.9	45.2	237.4	15.0	16.1	86.0	66.6
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
June	3 165.1	34.1	70.2	122.6	413.4	65.5	460.6	20.3	65.7	143.8	220.8
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
June	3 544.7	32.8	74.9	154.1	480.5	32.7	550.1	23.3	73.0	150.5	207.5

Cargo Taken Up and Set Down by Airports

Table 7

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
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
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.4	10.8	0.1	2.7	4.2	5.0
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
June	45.0	0.5	0.5	0.1	3.6	0.3	4.1	—	0.8	1.3	1.6
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
June	50.1	0.5	0.7	0.2	3.7	0.2	3.8	—	0.8	0.9	1.7

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
	2nd quarter	2 064.1	1 203.3	43.3	256.4	903.5	58.3	16 344.5	9 842.8	60.2
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
	June	675.5	387.7	14.3	82.3	291.1	57.4	5 277.4	3 196.7	60.6
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
	June	718.8	433.7	14.2	85.4	334.1	60.3	5 729.7	3 653.1	63.8

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
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
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
June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
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
June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3

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
2nd quarter	1 962.5	1 145.4	42.5	253.4	849.5	58.4	15 299.4	9 201.4	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
June	641.8	367.3	14.0	81.3	272.0	57.2	4 919.7	2 969.8	60.4
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	2 803.0	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
June	681.5	412.1	13.9	84.3	313.9	60.5	5 350.7	3 413.3	63.8

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
2nd quarter	994.6	32.5	339.3	11.1	182.4	6.0	472.9	15.5
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
June	354.0	34.3	121.8	11.8	103.8	10.1	128.5	12.5
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
June	360.9	33.4	137.7	12.8	78.1	7.2	145.1	13.4

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
2nd quarter	3 904.9	3 341.8	85.6	2 047.6	18 590	29 284	1 575	1 632
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
June	1 396.3	1 135.4	81.3	721.7	7 075	10 632	1 503	1 573
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
June	1 586.6	1 399.7	88.2	851.7	7 500	11 898	1 586	1 643

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
	2nd quarter	1 859.0	1 385.6	74.5	409.6	4 218	9 276	2 199	3 383
1977	January	351.6	295.6	84.1	78.1	1 171	1 973	1 684	3 785
	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
	June	1 073.0	896.1	83.5	204.8	1 756	5 116	2 913	4 375
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
	June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578

UK Passenger Movement by Air^(a) for June 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	794	1 619	313	275	429	347	4 842	281	1 032
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977	23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1976 3rd quarter	7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
4th quarter	4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
1977 1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter	6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
June	2 243	77	57	274	241	99	202	145	167	34	61	42	30	500	55	114
1978 1st quarter	4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter	6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
June	2 582	77	61	285	253	145	222	165	174	45	59	49	41	637	57	118

Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968	96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1976 3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
June	38	107	933	32	193	21	6	15	41	31	17	26	8	461	27	55
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
June	60	135	1 055	28	197	20	5	17	39	34	16	24	10	568	30	68

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

Table 11[illegible]

Air Transport Movements by Type and Nationality of Operator for June 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	9 874	155	3 960	376	733	3 516	1 134
+ Heathrow	23 949	11 299	1 280	11 340	7	12	11
+ Luton	2 137	—	47	—	—	1 775	315
+ Southend	1 438	—	969	—	—	460	9
+ Stansted	389	—	4	1	—	88	296
TOTAL (London Area)	37 787	11 454	6 260	11 717	740	5 851	1 765
Westland Heliport (Battersea)	387	—	—	—	2	385	—
Other UK Airports							
+ Aberdeen	5 148	935	525	—	762	2 811	115
+ Belfast	1 968	1 336	452	48	—	67	65
Benbecula	218	52	166	—	—	—	—
+ Birmingham	2 775	843	1 030	206	2	582	112
+ Blackpool	633	—	438	—	—	195	—
+ Bournemouth	546	—	455	—	—	83	8
Bristol	674	261	176	34	—	133	70
+ Cambridge	82	—	37	—	—	29	16
+ Cardiff	807	188	432	34	2	77	74
+ Coventry	76	—	4	—	—	66	6
+ East Midlands	1 302	—	817	—	—	450	35
+ Edinburgh	1 977	929	809	60	2	127	50
Exeter	556	—	547	—	—	1	8
+ Glasgow	4 133	1 560	1 108	413	47	919	86
Gloucester/Cheltenham	118	—	106	—	—	12	—
Hawarden	96	—	96	—	—	—	—
Humberside	475	—	416	—	—	53	6
Inverness	710	314	198	—	76	97	25
Islay	126	—	99	—	—	27	—
+ Isle of Man	1 249	459	785	—	—	—	5
Isles of Scilly	550	452	98	—	—	—	—
+ Kirkwall	951	201	510	—	40	197	3
+ Leeds/Bradford	1 058	358	548	26	—	124	2
+ Liverpool	1 112	557	—	57	1	463	34
+ Lydd	382	—	382	—	—	—	—
+ Manchester	4 983	1 842	447	876	101	1 444	273
Manston	140	—	—	—	—	119	21
+ Newcastle	1 719	332	863	—	23	342	159
Norwich	929	—	753	—	—	146	30
Penzance Heliport	452	452	—	—	—	—	—
+ Prestwick	755	333	16	157	—	67	182
+ Southampton	1 167	122	984	—	—	50	11
Stornoway	293	103	141	8	—	41	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	1 381	—	682	—	—	653	46
Tiree	62	—	54	—	—	8	—
Wick	422	104	261	—	—	56	1
TOTAL (Incl. London Area)	78 199	23 187	20 695	13 636	1 798	15 675	3 208
Channel Islands Airports							
Alderney	841	—	782	—	—	59	—
Guernsey	3 088	234	2 381	104	—	359	10
Jersey	5 319	783	3 937	47	—	283	269
TOTAL (Channel Islands Airports)	9 248	1 017	7 100	151	—	701	279
xx Not Supplied							

Air Transport Movements June 1978

Table 13

Comparison with a Year Earlier

London Area Airports	International				Domestic				1978 Total		1977 Total		Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo
+ Gatwick	2 180	110	4 989	239	2 073	128	94	61	9 336	538	7 563	604	23.4	-10.9
+ Heathrow	17 445	1 221	7	23	5 198	55	—	—	22 650	1 299	22 020	1 295	2.9	0.3
+ Luton	—	—	1 958	37	47	—	51	—	2 056	81	1 967	52	4.5	55.8
+ Southend	820	—	212	—	149	—	257	—	1 438	—	1 369	—	5.0	—
+ Stansted	1	—	290	90	4	—	3	1	298	91	305	93	-2.3	-2.2
TOTAL (London Area)	20 446	1 331	7 456	389	7 471	183	405	106	35 778	2 009	33 224	2 044	7.7	-1.7
Westland Heliport (Battersea)	—	—	2	—	—	—	385	—	387	—	276	—	40.2	—
Other UK Airports														
+ Aberdeen	224	—	2 065	38	1 235	1	1 542	43	5 066	82	4 224	97	19.9	-15.5
+ Belfast	54	1	94	1	1 711	70	5	32	1 864	104	1 916	191	-2.7	-45.5
Benbecula	—	—	—	—	218	—	—	—	218	—	216	2	0.9	—
+ Birmingham	702	—	635	7	1 375	2	53	1	2 765	10	2 180	2	26.8	—
+ Blackpool	86	—	28	—	332	20	91	76	537	96	474	53	13.3	81.1
+ Bournemouth	6	—	47	2	328	121	29	13	410	136	585	140	-29.9	-2.9
+ Bristol	182	—	164	5	289	—	34	—	669	5	694	1	-3.6	—
+ Cambridge	—	—	23	—	37	—	22	—	82	—	77	—	6.5	—
+ Cardiff	256	1	148	1	397	—	4	—	805	2	642	—	25.4	—
+ Coventry	—	—	51	3	4	—	17	1	72	4	9	1	—	—
+ East Midlands	333	31	300	25	434	19	130	30	1 197	105	1 091	74	9.7	41.9
+ Edinburgh	350	—	156	—	1 403	45	23	—	1 932	45	1 946	43	-0.7	4.7
+ Exeter	170	1	8	1	376	—	—	—	554	2	310	—	78.7	—
+ Glasgow	570	105	439	2	2 314	92	602	9	3 925	208	3 286	202	19.4	3.0
Gloucester/Cheltenham	—	—	—	—	106	—	12	—	118	—	97	—	21.6	—
Hawarden	—	—	—	—	96	—	—	—	96	—	—	—	—	—
Humberside	42	—	20	—	374	—	39	—	475	—	—	—	—	—
Inverness	—	—	23	—	512	—	175	—	710	—	740	—	-4.1	—
Islay	—	—	—	—	99	—	27	—	126	—	128	—	-1.6	—
+ Isle of Man	78	—	5	—	1 139	27	—	—	1 222	27	1 219	34	0.2	-20.6
Isles of Scilly	—	—	—	—	550	—	—	—	550	—	593	—	-7.3	—
+ Kirkwall	—	—	25	3	708	3	212	—	945	6	880	8	7.4	-25.0
+ Leeds/Bradford	227	—	57	8	705	—	60	1	1 049	9	999	1	5.0	—
+ Liverpool	118	—	83	24	496	—	162	229	859	253	793	120	8.3	—
+ Lydd	196	186	—	—	—	—	—	—	196	186	203	176	-3.4	5.7
+ Manchester	1 391	278	1 691	5	1 492	4	93	29	4 667	316	4 345	362	7.4	-12.7
+ Manston	—	—	140	—	—	—	—	—	140	—	112	—	25.0	—
+ Newcastle	381	—	348	—	814	—	176	—	1 719	—	1 423	—	20.8	—
+ Norwich	251	—	86	—	502	—	86	4	925	4	878	1	5.4	—
Penzance Heliport	—	—	—	—	452	—	—	—	452	—	441	—	2.5	—
+ Prestwick	165	104	178	14	207	30	57	—	607	148	745	123	-18.5	20.3
+ Southampton	183	—	30	2	923	—	28	1	1 164	3	1 119	6	4.0	-50.0
Stornoway	8	—	2	—	243	1	39	—	292	1	288	2	1.4	-50.0
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2 072	54	xx	xx
+ Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	69	—	xx	xx
+ Tees-side	48	—	360	3	634	—	336	—	1 378	3	745	1	85.0	—
Tiree	—	—	—	—	54	—	8	—	62	—	55	3	12.7	—
Wick	—	—	—	1	365	—	54	2	419	3	369	5	13.6	-40.0
TOTAL (Incl. London Area)	26 467	2 038	14 664	534	28 395	618	4 906	577	74 432	3 767	69 463	3 746	7.2	0.6
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	841	—	857	—	-1.9	—
Guernsey	—	—	—	—	—	—	—	—	3 088	—	3 069	—	0.6	—
Jersey	—	—	—	—	—	—	—	—	5 319	—	5 534	—	-3.9	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	9 248	—	9 460	—	-2.2	—

xx Not Supplied

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

Airport of Intended landing	Total number of diversions	Airport of actual arrival																														Table 14		
		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	14						1Pr			1Ma						1He 1Li	1Ma 2He 3Bi			2He 1St						1Ma								
Heathrow	4				1Li					1Ma					1Ma											1Ma								
Luton	8														1St	1He 2Bi 1Em 1Ed		1Bi 2Em																
Aberdeen	4				3Ed																													
Bristol	1																																	
Edinburgh	1																																	
Glasgow	5				1Pr 1He														1No	1He					2Ne									
Isle of Man	2	1Bi	1Li																															
Manchester	4	1He	2Li																						1Gl									
Newcastle	1				1He																													
Sumburgh	14					2Ki	2Ki			2Ki														1Gl 1Ki	1Gl				1Gl 2Ki				1Gl 1Ki	
Swansea	1				1Cd																													
Wick	2																																	
Other Internal	7				1Ex			2Ex						1Ne														1Gl		2Ki 1Ex 1Bo				
Overseas	7														1No									1He	1Sw	1Pr 1Sw					1Ga	1Sw		
All Aerodromes	75	2	3	—	9	2	3	2	—	4	—	—	—	1	2	3	11	4	1	3	—	—	3	5	2	2	—	4	4	2	3	—		

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator June 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		British Airways	Others		British Airways	Others		British Airways	Others	
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal
London Area Airports															
+ Gatwick	853 784	847 450	6 334	4 316	—	183 311	2	33 580	—	123 739	180	342 418	1 939	160 086	4 213
+ Heathrow	2 473 503	2 428 463	45 040	1 171 723	420	30 134	69	1 226 361	44 402	118	—	—	—	127	149
+ Luton	212 814	212 273	541	—	—	2 688	—	—	—	—	—	178 491	466	31 094	75
+ Southend	23 802	23 802	—	—	—	23 332	—	—	—	—	—	426	—	44	—
+ Stansted	31 625	31 376	249	—	—	108	—	89	—	—	—	3	101	31 176	148
TOTAL (London Area)	3 595 528	3 543 364	52 164	1 176 039	420	239 573	71	1 260 030	44 402	123 857	180	521 338	2 506	222 527	4 585
Westland Heliport (Battersea)	1 338	1 338	—	—	—	—	—	—	—	8	—	1 330	—	—	—
Other UK Airports															
+ Aberdeen	113 225	112 395	830	45 652	585	14 693	1	—	—	8 750	5	41 150	239	2 150	—
+ Belfast	103 112	102 993	119	76 535	—	15 602	23	2 632	81	—	—	1 871	15	6 353	—
Benbecula	2 114	2 061	53	1 316	—	745	53	—	—	—	—	—	—	—	—
+ Birmingham	138 123	134 922	3 201	39 289	432	20 213	2 249	9 757	261	38	—	56 982	259	8 643	—
+ Blackpool	13 611	13 585	26	—	—	12 900	26	—	—	—	—	685	—	—	—
+ Bournemouth	12 279	12 098	181	—	—	9 653	139	—	—	—	—	2 233	28	212	14
+ Bristol	29 142	25 883	3 259	4 667	2 358	3 495	535	1 400	350	—	—	10 686	16	5 635	—
+ Cambridge	2 573	2 573	—	—	—	2 167	—	—	—	—	—	63	—	343	—
+ Cardiff	26 710	23 261	3 449	4 667	887	3 636	1 846	730	716	76	—	7 670	—	6 482	—
+ Coventry	406	403	3	—	—	29	3	—	—	—	—	344	—	30	—
+ East Midlands	57 522	57 515	7	—	—	26 091	3	—	—	—	—	28 624	4	2 800	—
+ Edinburgh	114 055	112 163	1 892	70 683	164	22 467	1 529	4 194	—	138	—	11 149	24	3 532	175
+ Exeter	8 321	7 860	461	—	—	7 174	461	—	—	—	—	—	—	686	—
+ Glasgow	210 565	207 796	2 769	102 991	21	29 940	—	16 021	2 163	4 704	—	44 767	585	9 373	—
Gloucester/Cheltenham	2 417	2 417	—	—	—	2 370	—	—	—	—	—	47	—	—	—
Hawarden	410	410	—	—	—	410	—	—	—	—	—	—	—	—	—
Humberside	4 188	4 188	—	—	—	3 981	—	—	—	—	—	193	—	14	—
Inverness	14 212	12 951	1 261	9 477	1 242	1 467	—	—	—	197	—	320	19	1 490	—
Islay	982	982	—	—	—	921	—	—	—	—	—	61	—	—	—
+ Isle of Man	48 357	47 522	835	21 664	417	25 257	418	—	—	—	—	—	—	601	—
Isles of Scilly	12 765	12 765	—	11 982	—	783	—	—	—	—	—	—	—	—	—
+ Kirkwall	10 177	8 523	1 654	4 512	1 099	2 549	—	—	—	641	178	821	369	—	8
+ Leeds/Bradford	37 061	34 591	2 470	16 869	34	10 498	2 431	1 437	—	—	—	5 773	5	14	—
+ Liverpool	33 134	31 078	2 056	23 014	1 793	—	—	2 462	75	26	—	4 700	188	876	—
+ Lydd	6 982	6 982	—	—	—	6 982	—	—	—	—	—	—	—	—	—
+ Manchester	375 226	369 725	5 501	124 063	558	11 549	1 302	34 322	918	13 934	—	150 702	1 312	35 155	1 411
+ Manston	430	430	—	—	—	—	—	—	—	—	—	308	—	122	—
+ Newcastle	89 760	84 896	4 864	24 608	—	20 456	4 846	—	—	2 062	—	21 146	18	16 624	—
+ Norwich	14 798	14 798	—	—	—	13 959	—	—	—	—	—	685	—	154	—
Penzance Heliport	11 982	11 982	—	11 982	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	71 889	48 137	23 752	19 661	6 895	447	—	5 675	5 690	—	—	7 107	2 525	15 247	8 642
+ Southampton	25 444	25 375	69	3 955	49	21 262	2	—	—	—	—	125	18	33	—
Stornoway	5 140	5 140	—	3 296	—	820	—	830	—	—	—	194	—	—	—
+ 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	32 093	30 380	1 713	—	—	20 290	1 603	—	—	—	—	6 718	110	3 372	—
Tiree	394	390	4	—	—	365	4	—	—	—	—	25	—	—	—
Wick	4 072	2 669	1 403	1 191	1 403	1 264	—	—	—	—	—	214	—	—	—
TOTAL (Incl. London Area)	5 230 537	5 116 541	113 996	1 798 113	18 357	554 008	17 545	1 339 490	54 656	15 4431	363	928 031	8 240	342 468	14 835
Channel Islands Airports															
Alderney	7 311	7 311	—	—	—	7 249	—	—	—	—	—	62	—	—	—
Guernsey	53 511	51 974	1 537	11 263	—	36 798	1 116	640	—	—	—	2 874	421	399	—
Jersey	149 268	148 260	1 008	43 880	64	92 345	942	2 499	—	—	—	757	—	8 779	2
TOTAL (Channel Islands Airports)	210 090	207 545	2 545	55 143	64	136 392	2 058	3 139	—	—	—	3 693	421	9 178	2

xx Not Supplied

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

Terminal Air Passengers for June 1978

Table 16

Comparison with a Year Earlier

	1978	1977	Percentage change
London Area Airports			
+ Gatwick	847 450	693 937	22.1
+ Heathrow	2 428 463	2 237 493	8.5
+ Luton	212 273	185 016	14.7
+ Southend	23 802	23 260	2.3
+ Stansted	31 376	24 745	26.8
TOTAL (London Area)	3 543 364	3 164 451	12.0
Westland Heliport (Battersea)	1 338	654	—
Other UK Airports			
+ Aberdeen	112 395	82 676	35.9
+ Belfast	102 993	96 325	6.9
Benbecula	2 061	2 106	-2.1
+ Birmingham	134 922	110 077	22.6
+ Blackpool	13 585	13 525	0.4
+ Bournemouth	12 098	10 101	19.8
+ Bristol	25 883	23 741	9.0
+ Cambridge	2 573	3 184	-19.2
+ Cardiff	23 261	19 377	20.0
+ Coventry	403	47	—
+ East Midlands	57 515	51 947	10.7
+ Edinburgh	112 163	103 540	8.3
+ Exeter	7 860	6 909	13.8
+ Glasgow	207 796	179 218	15.9
Gloucester/Cheltenham	2 417	2 240	7.9
Hawarden	410	—	—
Humberside	4 188	—	—
Inverness	12 951	13 351	-3.0
Islay	982	920	6.7
+ Isle of Man	47 522	47 484	0.1
Isles of Scilly	12 765	11 770	8.5
+ Kirkwall	8 523	9 069	-6.0
+ Leeds/Bradford	34 591	30 959	11.7
+ Liverpool	31 078	29 887	4.0
+ Lydd	6 982	7 049	-1.0
+ Manchester	369 725	307 061	20.4
+ Manston	430	450	-4.4
+ Newcastle	84 896	71 543	18.7
+ Norwich	14 798	15 052	-1.7
Penzance Heliport	11 982	10 912	9.8
+ Prestwick	48 137	47 948	0.4
+ Southampton	25 375	26 649	-4.8
Stornoway	5 140	4 059	26.6
+ Sumburgh	xx	33 257	—
Swansea	xx	960	—
+ Tees-side	30 380	20 115	51.0
Tiree	390	332	17.5
Wick	2 669	2 400	11.2
TOTAL (Incl. London Area)	5 116 541	4 561 345	12.2
Channel Islands Airports			
Alderney	7 311	7 382	-1.0
Guernsey	51 974	55 345	-6.1
Jersey	148 260	158 093	-6.2
TOTAL (Channel Islands Airports)	207 545	220 820	-6.0

xx Not Supplied

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

International and Domestic Passenger Traffic for June 1978

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		
	1978	1978	1977	Per- centage change	1978	1977	Per- centage change
London Area Airports							
+ Gatwick	847 450	773 152	616 748	25	74 298	77 189	-4
+ Heathrow	2 428 463	2 087 156	1 930 044	8	341 307	307 449	11
+ Luton	212 273	208 714	179 888	16	3 559	5 128	-31
+ Southend	23 802	16 665	22 879(a)	-27	7 137	381	—
+ Stansted	31 376	31 268	24 467	28	108	278	-61
TOTAL (London Area)	3 543 364	3 116 955	2 774 026	12	426 409	390 425	9
Westland Heliport (Battersea)	1 338	6	2	—	1 332	652	—
Other UK Airports							
+ Aberdeen	112 395	31 227	25 764	21	81 168	56 912	43
+ Belfast	102 993	10 761	9 758	10	92 232	86 567	7
Benbecula	2 061	—	—	—	2 061	2 106	-2
+ Birmingham	134 922	95 370	72 090	32	39 552	37 916	4
+ Blackpool	13 585	1 015	672	51	12 570	12 853	-2
+ Bournemouth	12 098	2 401	1 930	24	9 697	8 171	19
+ Bristol	25 883	21 165	19 387	9	4 718	4 354	8
+ Cambridge	2 573	81	37	—	2 492	3 147	-21
+ Cardiff	23 261	16 920	12 556	35	6 341	6 821	-7
+ Coventry	403	301	7	—	102	40	—
+ East Midlands	57 515	37 213	31 957	16	20 302	19 990	2
+ Edinburgh	112 163	23 374	19 219	22	88 789	84 321	5
+ Exeter	7 860	2 454	1 511	62	5 406	5 469	-1
+ Glasgow	207 796	67 636	54 592	24	140 160	124 626	12
Gloucester/Cheltenham	2 417	—	—	—	2 417	2 240	8
Hawarden	410	—	—	—	410	—	—
Humberside	4 188	1 084	—	—	3 104	—	—
Inverness	12 951	1 480	1 073	38	11 471	12 278	-7
Islay	982	—	—	—	982	920	7
+ Isle of Man	47 522	2 921	3 311	-12	44 601	44 173	1
Isles of Scilly	12 765	—	—	—	12 765	11 770	8
+ Kirkwall	8 523	64	41	56	8 459	9 028	-6
+ Leeds/Bradford	34 591	12 154	9 215	32	22 437	21 744	3
+ Liverpool	31 078	10 000	9 465	6	21 078	20 422	3
+ Lydd	6 982	6 982	7 049	-1	—	—	—
+ Manchester	369 725	280 220	227 762	23	89 505	79 299	13
+ Manston	430	430	450	-4	—	—	—
+ Newcastle	84 896	48 157	36 630	31	36 739	34 913	5
+ Norwich	14 798	6 346	7 366	-14	8 452	7 686	10
Penzance	11 982	—	—	—	11 982	10 912	10
+ Prestwick	48 137	45 721	42 809	7	2 416	5 139	-53
+ Southampton	25 375	2 684	1 246	—	22 691	25 403	-11
Stornoway	5 140	860	—	—	4 280	4 059	5
+ Sumburgh	xx	xx	13 739	—	xx	19 518	—
Swansea	xx	xx	6	—	xx	954	—
+ Tees-side	30 380	8 262	3 452	—	22 118	16 663	33
Tiree	390	—	—	—	390	332	17
Wick	2 669	—	1	—	2 669	2 399	11
TOTAL (Incl. London Area)	5 116 541	3 854 244	3 387 123	14	1 262 297	1 174 222	8

(a) Includes Channel Islands Traffic (1977 only).

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 June 1978

Table 18

Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	18 837	13 690	5 147	18 975	12 089	6 886	-1
London – Vienna	14 944	11 653	3 291	15 176	11 048	4 128	-2
Other Routes	3 893	2 037	1 856	3 799	1 041	2 758	2
Belgium	76 607	75 155	1 452	76 894	75 504	1 390	—
London – Brussels	52 524	52 468	56	52 363	52 217	146	—
Other S.E. England – Belgium	15 524	14 988	536	18 226	17 962	264	-15
Other Routes	8 559	7 699	860	6 305	5 325	980	36
Denmark	60 545	43 478	17 067	56 921	40 910	16 011	6
London – Copenhagen	39 128	34 268	4 860	41 881	33 994	7 887	-7
Other Routes	21 417	9 210	12 207	15 040	6 916	8 124	42
Finland	17 036	12 211	4 825	17 210	12 847	4 363	-1
France	284 803	269 868	14 935	273 579	255 817	17 762	4
London – Nice	20 089	19 999	90	18 172	18 019	153	11
– Paris	188 404	184 589	3 815	181 759	177 598	4 161	4
– N. France (a)	8 218	8 067	151	9 115	8 697	418	-10
– Other France	28 256	24 217	4 039	26 262	22 424	3 838	8
Manchester – Paris	9 176	9 166	10	7 463	7 461	2	23
Other UK – Paris	13 822	12 761	1 061	10 506	8 543	1 963	32
Luton – Other France	1 380	—	1 380	2 792	—	2 792	-51
Other S.E. England – France	8 872	8 829	43	11 433	11 388	45	-22
Other Routes	6 586	2 240	4 346	6 077	1 687	4 390	8
Germany (Fed. Republic)	236 983	182 215	54 768	225 236	170 725	54 511	5
London – Dusseldorf	36 316	31 447	4 869	38 998	34 195	4 803	-7
– Frankfurt	61 113	53 678	7 435	57 268	50 390	6 878	7
– Hamburg	27 575	23 911	3 664	25 976	22 015	3 961	6
– Munich	31 056	20 048	11 008	26 052	16 438	9 614	19
– Other Germany	49 461	41 299	8 162	42 011	37 543	4 468	18
Luton – Germany	13 332	—	13 332	18 090	—	18 090	-26
Manchester – Germany	10 962	7 952	3 010	10 983	7 788	3 195	—
Other Routes	7 168	3 880	3 288	5 858	2 356	3 502	22
Gibraltar	7 104	4 806	2 298	6 302	4 835	1 467	13
Greece	145 135	41 852	103 283	98 812	33 387	65 425	47
Iceland	4 024	4 024	—	4 433	4 433	—	-9
London – Reykjavik	2 504	2 504	—	2 694	2 694	—	-7
Glasgow – Reykjavik	1 520	1 520	—	1 739	1 739	—	-13
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	179 402	177 472	1 930	163 081	161 816	1 265	10
London – Cork	15 265	15 176	89	14 448	14 448	—	6
– Dublin	85 405	85 015	390	74 279	73 739	540	15
– Shannon	12 782	12 717	65	13 102	13 102	—	-2
Manchester – Dublin	13 090	13 082	8	12 572	12 545	27	4
Birmingham – Dublin	11 123	11 028	95	10 581	10 565	16	5
Glasgow – Dublin	9 966	9 966	—	8 968	8 968	—	11
Liverpool – Dublin	5 047	5 047	—	5 746	5 745	1	-12
Leeds/Bradford – Dublin	3 385	3 385	—	2 895	2 882	13	17
Edinburgh – Dublin	4 194	4 194	—	4 229	4 229	—	-1
Bristol – Dublin	2 464	2 460	4	2 551	2 551	—	-3
Other Routes	16 681	15 402	1 279	13 710	13 042	668	22
Italy	222 286	94 167	128 119	202 000	83 081	118 919	10
London – Genoa (g)	2 007	—	2 007	1 971	—	1 971	2
– Milan	46 071	31 318	14 753	42 393	28 607	13 786	9
– Rimini (g)	8 543	—	8 543	7 817	—	7 817	9
– Rome	40 564	35 385	5 179	37 288	29 478	7 810	9
– Venice	13 663	5 462	8 201	12 798	5 216	7 582	7
– Other Italy	37 458	17 395	20 063	35 989	16 747	19 242	4
Luton – Rimini	5 291	—	5 291	4 838	—	4 838	9
– Other Italy	37 087	—	37 087	27 773	—	27 773	34
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	14 422	—	14 422	15 214	—	15 214	-5
Other Routes	17 180	4 607	12 573	15 919	3 033	12 886	8
Luxembourg	5 627	5 617	10	5 555	5 419	136	1
London – Luxembourg	5 617	5 617	—	5 545	5 419	126	1
Other Routes	10	—	10	10	—	10	—
Netherlands	173 956	172 068	1 888	166 771	163 839	2 932	4
London – Amsterdam	102 839	102 141	698	100 900	99 662	1 238	2
– Rotterdam	17 882	17 834	48	17 311	17 301	10	3
Other S.E. England – Netherlands	9 016	8 575	441	9 229	8 830	399	-2
Manchester – Amsterdam	9 550	9 546	4	10 313	10 180	133	-7
Other Routes	34 669	33 972	697	29 018	27 866	1 152	19
Norway	59 240	40 339	18 901	61 480	40 920	20 560	-4
London – Oslo	28 757	19 432	9 325	29 375	21 346	8 029	-2
Other Routes	30 483	20 907	9 576	32 105	19 574	12 531	-5
Portugal	49 009	23 375	25 634	41 612	21 077	20 535	18
London – Lisbon	16 442	14 205	2 237	15 668	12 854	2 814	5
Other Routes	32 567	9 170	23 397	25 944	8 223	17 721	26
Soviet Union and Eastern Europe (b)	40 882	26 376	14 506	30 060	22 739	7 321	36
London – Moscow	8 937	8 014	923	7 063	6 557	506	27
– Prague	2 698	2 698	—	2 739	2 739	—	-1
Other Routes	29 247	15 664	13 583	20 258	13 443	6 815	44

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	637 070	102 165	534 905	500 430	92 553	407 877	27
London – Barcelona	22 328	16 726	5 602	22 749	15 144	7 605	–2
– Ibiza	18 088	2 562	15 526	13 494	1 457	12 037	34
– Madrid	38 376	33 922	4 454	33 151	29 149	4 002	16
– Malaga	34 625	14 703	19 922	26 663	13 461	13 202	30
– Palma	70 068	12 081	57 987	56 691	13 227	43 464	24
– Other Spain	86 759	21 262	65 497	62 388	18 462	43 926	39
Luton – Alicante	11 971	—	11 971	8 612	—	8 612	39
– Barcelona	4 600	—	4 600	5 067	—	5 067	–9
– Gerona	8 611	—	8 611	6 748	—	6 748	28
– Ibiza	8 602	—	8 602	7 964	—	7 964	8
– Palma	21 640	—	21 640	18 303	—	18 303	18
– Other Spain	24 593	—	24 593	15 704	—	15 704	57
Other S.E. England – Spain	214	—	214	225	—	225	–5
Manchester – Barcelona	5 778	—	5 778	6 527	—	6 527	–11
– Palma	32 955	—	32 955	28 115	—	28 115	17
Other N. England – Spain	106 289	600	105 689	80 248	1 217	79 031	32
Scotland – Spain	41 788	100	41 688	31 398	318	31 080	33
Other Routes	99 785	209	99 576	76 383	118	76 265	31
 Sweden	 56 524	 28 642	 27 882	 54 686	 26 419	 28 267	 3
London – Stockholm	30 339	20 444	9 895	30 836	19 381	11 455	–2
Other Routes	26 185	8 198	17 987	23 850	7 038	16 812	10
 Switzerland	 117 551	 92 477	 25 074	 113 633	 82 243	 31 390	 3
London – Basle	10 764	9 255	1 509	9 280	7 305	1 975	16
– Geneva	38 743	32 146	6 597	39 185	31 045	8 140	–1
– Zurich	54 693	41 964	12 729	51 639	36 258	15 381	6
Luton – Switzerland	3 943	—	3 943	5 288	—	5 288	–25
Other Routes	9 408	9 112	296	8 241	7 635	606	14
 Yugoslavia	 60 044	 22 363	 37 681	 37 519	 17 778	 19 741	 60
London – Dubrovnic	8 735	1 322	7 413	4 134	1 192	2 942	—
– Ljubljana	3 310	2 837	473	2 048	2 048	—	62
Luton – Yugoslavia	3 372	—	3 372	3 463	—	3 463	–3
Other Routes	44 627	18 204	26 423	27 874	14 538	13 336	60
 Other Europe	 109 574	 64 163	 45 411	 82 367	 52 151	 30 216	 33
 WESTERN HEMISPHERE							
Canada	196 778	112 675	84 103	192 375	98 346	94 618	2
London – Montreal	21 940	19 582	2 358	21 532	18 532	2 843	3
– Toronto	61 140	37 750	23 390	64 115	33 515	30 600	–5
– Other Canada	59 091	31 425	27 666	54 335	26 422	27 913	9
Other UK – Montreal	4 323	4 053	270	4 031	3 447	584	7
– Toronto	39 428	14 958	24 470	38 059	12 452	25 607	4
Other Routes	10 856	4 907	5 959	11 049	3 978	7 071	–2

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	568 800	463 072	105 728	461 176	308 862	152 314	23
London – New York	208 559	175 188	33 371	167 234	113 281	53 953	25
– Other East Coast USA	111 845	106 353	5 492	103 515	87 601	15 914	8
– Chicago and Detroit	66 886	48 072	18 814	62 213	38 580	23 633	8
– West Coast USA	112 902	87 461	25 441	92 847	58 347	34 500	22
– Other USA	45 940	34 974	10 966	15 034	1 276	13 758	—
Other UK – New York	17 533	11 024	6 509	16 451	9 777	6 674	7
Other Routes	5 135	—	5 135	3 882	—	3 882	32
West Atlantic and Caribbean Islands	20 005	19 535	470	21 424	20 746	678	–7
Central and South America	12 035	12 035	—	9 438	9 438	—	28
REST OF THE WORLD							
Canary Islands	50 982	3 135	47 847	42 155	2 962	39 193	21
North Africa (c)	33 820	18 546	15 274	24 134	14 955	9 179	40
East Africa (d)	11 572	10 627	945	10 271	9 611	660	13
Central Africa (e)	6 003	6 003	—	6 721	6 721	—	–11
West Africa (d)	28 149	27 852	297	26 848	26 836	12	5
South Africa	22 509	22 509	—	25 217	24 867	350	–11
Middle East (f)	170 410	166 859	3 551	149 039	148 606	433	14
India	21 816	21 816	—	17 630	17 630	—	24
Pakistan	9 306	9 306	—	8 326	8 326	—	12
Far East	58 234	56 514	1 720	63 405	60 035	3 370	–8
Australia and New Zealand	27 916	27 916	—	32 124	32 124	—	–13
Other Routes n.e.i.	37 416	10 638	26 778	41 993	7 854	34 139	–11
ALL ROUTES	3 837 990	2,485,561	1,352,429	3 370 421	2 178 501	1 191 920	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 June 1978

Table 19

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	8 219.5	—	—	717.7	1 629.5	55.7	45.1	—	—	1 313.6	4 137.0	92.5	228.4
+ Heathrow	38 463.8	6 679.6	7 087.0	93.5	268.7	10 669.1	13 148.6	65.0	—	124.1	132.5	150.6	45.1
+ Luton	554.4	—	—	—	—	—	—	—	—	115.7	257.8	76.5	104.4
+ Southend	731.0	—	—	207.0	302.0	—	—	—	—	34.0	188.0	—	—
+ Stansted	2 181.0	—	—	—	—	—	—	—	—	409.3	1 350.1	196.2	225.4
TOTAL (London Area)	50 149.7	6 679.6	7 087.0	1 018.2	2 200.2	10 724.8	13 193.7	65.0	—	1 996.7	6 065.4	515.8	603.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	585.3	62.9	116.5	30.6	30.5	—	—	23.8	41.6	79.4	198.7	0.8	0.5
+ Belfast	666.6	113.1	274.3	54.5	12.2	6.4	9.7	—	—	180.5	15.9	—	—
+ Benbecula	18.3	11.2	6.0	1.1	—	—	—	—	—	—	—	—	—
+ Birmingham	273.7	101.2	70.2	24.6	7.8	29.3	29.5	—	0.1	5.8	5.2	—	—
+ Blackpool	357.2	—	—	6.2	55.2	—	—	—	—	0.2	295.6	—	—
+ Bournemouth	701.4	—	—	304.2	342.6	—	—	—	—	20.9	33.7	—	—
+ Bristol	52.1	4.4	6.0	6.4	1.1	7.9	7.9	—	—	—	18.4	—	—
+ Cambridge	9.2	—	—	—	—	—	—	—	—	—	—	1.8	7.4
+ Cardiff	27.3	0.9	12.0	3.4	1.6	0.3	0.4	—	—	—	—	—	8.7
+ Coventry	7.8	—	—	—	—	—	—	—	—	0.1	7.7	—	—
+ East Midlands	618.6	—	—	109.0	120.7	—	—	—	—	98.7	232.1	—	58.1
+ Edinburgh	119.5	29.2	25.6	39.4	21.6	2.3	1.4	—	—	—	—	—	—
+ Exeter	32.1	—	—	4.1	15.4	—	—	—	—	—	12.6	—	—
+ Glasgow	1 507.3	600.4	209.8	43.9	25.0	246.1	343.5	—	0.2	28.3	4.3	5.8	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Inverness	33.0	2.9	30.1	—	—	—	—	—	—	—	—	—	—
+ Islay	9.1	—	—	5.2	3.7	—	—	—	—	0.2	—	—	—
+ Isle of Man	239.8	47.5	22.8	161.0	8.5	—	—	—	—	—	—	—	—
+ Isles of Scilly	9.4	8.3	1.1	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	48.6	31.6	11.3	0.5	0.7	—	—	0.2	0.2	0.5	3.1	—	0.5
+ Leeds/Bradford	34.9	5.8	8.4	7.3	6.2	3.4	1.5	—	—	—	2.3	—	—
+ Liverpool	566.7	24.1	41.1	—	—	4.6	5.0	—	—	5.2	280.0	5.0	201.7
+ Lydd	387.6	—	—	152.6	235.0	—	—	—	—	—	—	—	—
+ Manchester	2 545.7	342.6	197.7	19.9	22.6	730.7	1 135.2	—	0.5	0.2	55.4	—	40.9
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	91.7	12.1	13.0	31.1	33.0	—	—	—	0.5	—	—	0.1	1.9
+ Norwich	43.2	—	—	15.3	25.9	—	—	—	—	1.0	0.8	—	0.2
+ Penzance Heliport	9.4	1.1	8.3	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1456.1	458.7	253.3	—	—	421.0	155.9	—	—	105.4	9.7	47.9	4.2
+ Southampton	129.6	1.6	17.4	12.6	77.0	—	—	—	—	—	21.0	—	—
+ Stornoway	36.9	29.9	5.5	0.5	1.0	—	—	—	—	—	—	—	—
+ 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	28.0	—	—	9.5	17.0	—	—	—	—	0.1	0.2	0.6	0.6
+ Tiree	1.1	—	—	1.0	0.1	—	—	—	—	—	—	—	—
+ Wick	12.7	2.6	0.5	0.4	0.5	—	—	—	—	8.0	—	—	0.7
TOTAL (Incl. London Area)	60 809.6	8 571.7	8 417.9	2 062.5	3 265.1	12 176.8	14 883.7	89.0	43.1	2 531.2	7 262.1	577.8	928.7
Channel Islands Airports													
+ Alderney	30.5	—	—	24.8	4.8	—	—	—	—	0.3	0.6	—	—
+ Guernsey	860.3	3.4	3.9	170.1	95.5	0.1	—	—	—	198.0	389.3	—	—
+ Jersey	802.3	56.3	20.7	453.7	224.8	1.0	—	—	—	26.6	19.2	—	—
TOTAL (Channel Islands Airports)	1 693.1	59.7	24.6	648.6	325.1	1.1	—	—	—	224.9	409.1	—	—

xx Not Supplied

Cargo June 1978

Table 20

Comparison with a Year Earlier

	International				Domestic				1978			1977			Percentage change		
	Scheduled		Charter		Scheduled		Charter		Total			Total			Passenger Aircraft Cargo		
	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																	
+ Gatwick	1 011	1 048	62	5 510	170	221	—	199	1 243	6 978	—	1 122	5 725	10.8	21.9	—	—
+ Heathrow	22 617	14 341	1	516	453	534	—	—	23 071	15 391	—	20 111	14 878	14.7	3.4	—	—
+ Luton	—	—	143	361	—	—	—	52	143	413	—	164	422	-12.8	-14.5	—	—
+ Southend	509	—	202	—	—	—	20	—	731	—	—	385	—	89.9	—	—	—
+ Stansted	—	—	402	1 777	—	—	—	3	402	1 780	—	550	1 693	-27.9	5.1	—	—
TOTAL (London Area)	24 137	15 389	810	8 164	623	755	20	254	25 590	24 562	—	22 332	22 718	14.6	8.1	—	—
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																	
+ Aberdeen	44	—	246	23	196	—	63	13	549	36	—	418	56	31.3	-35.7	—	—
+ Belfast	16	—	—	16	387	67	—	181	403	264	—	461	634	-12.6	-58.4	—	—
+ Benbecula	—	—	—	—	18	—	—	—	18	—	—	17	—	5.9	—	—	—
+ Birmingham	193	—	—	11	69	—	—	—	262	11	—	219	—	19.6	—	—	—
+ Blackpool	11	—	—	—	42	8	4	292	57	300	—	40	16	42.5	—	—	—
+ Bournemouth	—	—	—	15	3	645	—	40	3	700	—	3	684	—	2.3	—	—
+ Bristol	27	—	—	18	7	—	—	—	34	18	—	53	—	-35.8	—	—	—
+ Cambridge	—	—	9	—	—	—	—	—	9	—	—	4	—	—	—	—	—
+ Cardiff	9	—	—	9	10	—	—	—	19	9	—	23	—	-17.4	—	—	—
+ Coventry	—	—	—	8	—	—	—	—	69	8	—	—	8	—	—	—	—
+ East Midlands	37	53	3	286	29	111	—	100	69	550	—	90	319	-23.3	72.4	—	—
+ Edinburgh	18	—	—	—	102	—	—	—	120	—	—	121	—	-0.8	—	—	—
+ Exeter	—	—	—	13	19	—	—	—	19	13	—	32	—	-40.6	—	—	—
+ Glasgow	176	461	—	6	248	584	4	28	428	1 079	—	481	1 131	-11.0	-4.6	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Inverness	—	—	—	—	33	—	—	—	33	—	—	31	—	6.5	—	—	—
+ Islay	—	—	—	—	9	—	—	—	9	—	—	7	—	28.6	—	—	—
+ Isle of Man	—	—	—	—	131	109	—	—	131	109	—	104	126	26.0	-13.5	—	—
+ Isles of Scilly	—	—	—	—	9	—	—	—	9	—	—	7	—	28.6	—	—	—
+ Kirkwall	—	—	—	4	44	—	1	—	45	4	—	44	—	2.3	—	—	—
+ Leeds/Bradford	16	—	—	2	17	—	—	—	33	2	—	32	—	3.1	—	—	—
+ Liverpool	10	—	—	218	64	—	—	274	74	492	—	76	804	-2.6	-38.8	—	—
+ Lydd	—	388	—	—	—	—	—	—	—	388	—	1	409	—	-5.1	—	—
+ Manchester	694	1 581	1	81	168	6	—	15	863	1 683	—	827	2 083	4.4	-19.2	—	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	50	—	2	—	39	—	1	—	92	—	—	62	—	48.4	—	—	—
+ Norwich	26	—	—	—	15	—	—	1	41	1	—	40	—	2.5	—	—	—
+ Penzance Heliport	—	—	—	—	9	—	—	—	9	—	—	7	—	28.6	—	—	—
+ Prestwick	191	957	—	167	1	140	—	—	192	1 264	—	260	1 085	-26.2	16.5	—	—
+ Southampton	3	—	—	19	105	—	—	2	108	21	—	98	1	10.2	—	—	—
+ Stornoway	—	—	—	—	37	—	—	—	37	—	—	33	—	12.1	—	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	127	43	xx	xx	xx	xx
+ Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2	—	xx	xx	xx	xx
+ Tees-side	2	—	—	2	25	—	—	—	27	2	—	27	—	—	—	—	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	—	1	—	—	—	—	—
+ Wick	—	—	—	1	4	—	—	8	4	9	—	8	2	-50.0	—	—	—
TOTAL (Incl. London Area)	25 660	18 829	1 071	9 063	2 464	2 425	93	1 208	29 288	31 525	—	26 088	30 119	12.3	4.7	—	—
Channel Islands Airports																	
+ Alderney	—	—	—	—	—	—	—	—	31	—	—	26	—	19.2	—	—	—
+ Guernsey	—	—	—	—	—	—	—	—	860	—	—	748	—	15.0	—	—	—
+ Jersey	—	—	—	—	—	—	—	—	802	—	—	777	—	3.2	—	—	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 693	—	—	1 551	—	9.2	—	—	—

xx Not Supplied

All Scheduled Services June 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	22 639	18 914	35 902	1 464 571	4 990 510	3 190 052	63.9	14 251	598 212	366 254	13 248	58 658	294 351	61.2
British Airways Helicopters	28	452	149	12 361	876	754	86.0	11	61	55	—	1	54	90.2
British Caledonian Airways	2 884	3 190	4 931	119 677	394 071	220 215	55.9	1 388	48 365	24 957	494	4 614	19 849	51.6
Air Anglia	855	2 276	2 468	33 567	32 490	15 548	47.9	95	3 989	1 605	—	51	1 555	40.2
Air Wales	75	222	261	925	960	365	38.0	—	109	29	—	—	29	26.7
Air Westward	113	256	439	1 227	1 247	553	44.3	—	97	47	—	—	47	48.3
Aurigny Air Services	113	1 898	626	18 899	1 624	1 136	70.0	89	155	95	—	4	91	61.5
British Air Ferries	226	862	858	16 129	7 462	3 694	49.5	416	1 001	473	—	137	336	47.2
British Island Airways	473	2 175	1 864	60 490	23 661	12 713	53.7	156	2 177	1 117	1	36	1 080	51.3
British Midland Airways	647	1 844	1 862	70 435	49 663	26 544	53.4	142	4 388	2 150	—	59	2 091	49.0
Brymon Airways	106	551	465	5 723	2 858	1 475	51.6	2	272	122	—	—	121	44.7
Dan-Air Services	580	1 719	1 823	49 567	36 044	19 906	55.2	27	3 061	1 703	—	12	1 691	55.7
Haywards Aviation	24	132	110	410	160	80	50.0	1	17	6	—	—	6	35.5
Intra Airways	91	533	421	13 600	6 570	2 881	43.9	—	370	216	—	—	216	58.5
Laker Airways	668	120	865	28 096	180 007	156 326	86.8	—	18 205	12 506	—	—	12 506	68.7
Logenair	136	1 563	683	8 373	1 477	876	59.3	—	135	80	—	—	80	59.3
TOTAL Passenger Services	29 658	36 707	53 727	1 904 050	5 729 680	3 653 118	63.8	16 578	680 613	411 416	13 741	63 572	334 103	60.4
Cargo Services														
British Airways	1 096	664	1 541					4 655	28 316	18 128	237	17 890	—	64.0
British Caledonian Airways	274	122	382					1 023	9 231	3 764	195	3 568	—	40.8
Air Freight	23	111	119					279	78	57	—	57	—	73.8
Air-Bridge Carriers	31	148	126					798	308	178	—	178	—	57.8
British Island Airways	46	192	176					553	213	128	13	115	—	60.2
TOTAL Cargo Services	1 470	1 237	2 343					7 309	38 146	22 255	446	21 809	—	58.3
GRAND TOTAL	31 128	37 944	56 070	1904 050	5 729 680	3 653 118	63.8	23 888	718 759	433 670	14 186	85 380	334 103	60.3

International Scheduled Services June 1978

Table 21.2

	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-km used		Passengers (000)	As percentage of available
Passenger Services														
British Airways	20 042	11 801	28 925	1 050 674	4 730 147	3 019 012	63.8	13 081	573 783	351 338	13 163	58 314	279 861	61.2
British Caledonian Airways	2 435	1 727	3 737	74 675	357 315	200 953	56.2	986	44 800	23 258	488	4 551	18 219	51.9
Air Anglia	568	1 088	1 500	20 854	25 089	10 719	42.7	95	2 556	1 123	—	51	1 072	43.9
Air Wales	75	222	261	925	960	365	38.0	—	109	29	—	—	29	26.7
Air Westward	68	124	253	590	745	319	42.9	—	57	27	—	—	27	47.5
Aurigny Air Services	113	1 898	626	18 899	1 624	1 136	70.0	89	155	95	—	4	91	61.5
British Air Ferries	226	862	858	16 129	7 462	3 694	49.5	416	1 001	473	—	137	336	47.5
British Island Airways	232	862	899	22 147	11 605	5 508	47.5	37	1 068	479	—	11	468	44.8
British Midland Airways	155	435	486	8 345	11 335	3 626	32.0	45	888	304	—	21	283	34.2
Brymon Airways	33	159	127	733	595	197	33.1	1	51	16	—	—	16	32.5
Dan-Air Services	312	601	874	18 865	20 703	10 263	49.6	15	1 758	880	—	9	872	50.1
Haywards Aviation	9	64	40	132	54	19	35.5	1	5	1	—	—	1	24.9
Intra Airways	42	289	195	6 470	3 038	1 209	39.8	—	179	91	—	—	91	50.8
Laker Airways	668	120	865	28 096	180 007	156 326	86.8	—	18 205	12 506	—	—	12 506	68.7
TOTAL Passenger Services	24 978	20 252	39 647	1 267 534	5 350 679	3 413 347	63.8	14 764	644 615	390 620	13 651	63 097	313 872	60.6
Cargo Services														
British Airways	1 059	569	1 475					4 089	27 754	17 836	236	17 600	—	64.3
British Caledonian Airways	249	78	330					770	9 023	3 619	51	3 568	—	40.1
Air Freight	23	111	119					279	78	57	—	57	—	73.8
British Island Airways	4	8	13					16	18	8	—	8	—	43.2
TOTAL Cargo Services	1 335	766	1 937					5 155	36 873	21 520	287	21 233	—	58.4
GRAND TOTAL	26 313	21 018	41 584	1 267 534	5 350 679	3 413 347	63.8	19 918	681 487	412 140	13 938	84 330	313 872	60.5

Domestic Scheduled Services June 1978

Table 21.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	2 597	7 113	6 977	413 897	260 363	171 040	65.7	1 171	24 429	14 917	83	343	14 491	61.1
British Airways Helicopters	28	452	149	12 361	876	754	86.0	11	61	55	—	1	54	90.2
British Caledonian Airways	449	1 463	1 194	45 002	36 756	19 262	52.4	402	3 564	1 699	5	64	1 630	47.7
Air Anglia	287	1 188	968	12 713	7 400	4 828	65.2	—	1 433	483	—	—	483	33.7
Air Westward	46	132	186	637	502	233	46.5	—	40	20	—	—	20	49.4
British Island Airways	241	1 313	966	38 343	12 056	7 205	59.8	120	1 109	638	1	25	612	57.5
British Midland Airways	491	1 409	1 376	62 090	38 328	22 918	59.8	97	3 500	1 846	—	38	1 808	52.8
Brymon Airways	74	392	338	4 990	2 263	1 278	56.4	1	222	105	—	—	105	47.5
Den-Air Services	268	1 118	949	30 702	15 341	9 643	62.9	12	1 303	823	—	4	819	63.2
Haywards Aviation	15	68	70	278	107	61	57.3	—	12	5	—	—	5	40.3
Intra Airways	49	244	226	7 130	3 532	1 672	47.4	—	191	126	—	—	126	65.8
Loganair	136	1 563	683	8 373	1 477	876	59.3	—	135	80	—	—	80	59.3
TOTAL Passenger Services	4 680	16 455	14 080	636 516	379 002	239 771	63.3	1 815	35 998	20 796	90	475	20 232	57.8
Cargo Services														
British Airways	37	95	66					567	562	291	1	290	—	51.8
British Caledonian Airways	25	44	53					253	208	145	145	—	—	69.6
Air-Bridge Carriers	31	148	126					798	308	178	—	178	—	57.8
British Island Airways	42	184	162					537	195	120	13	107	—	61.7
TOTAL Cargo Services	136	471	407					2 155	1 273	734	159	575	—	57.7
GRAND TOTAL	4 815	16 926	14 487	636 516	379 002	239 771	63.3	3 969	37 271	21 530	249	1 050	20 232	57.8

All Non-scheduled Services June 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	1 273	775	2 058	33 849	184 883	133 426	72.2	1 292	24 644	14 811	2 594	12 217	60.1
British Airtours	1 655	786	2 383	125 455	312 953	270 251	86.4	—	28 480	23 264	—	23 264	81.7
British Airways Helicopters	524	3 664	2 615	37 492	11 275	5 746	51.0	208	1 101	492	32	460	44.7
British Caledonian Airways	1 170	682	1 837	51 273	80 316	65 303	81.3	1 572	22 963	15 790	10 159	5 631	68.8
Air Anglia	31	132	132	260	218	67	30.9	—	22	7	—	7	30.3
Air Faisal	68	24	141	—	—	—	—	359	1 156	1 015	1 015	—	87.7
Air Freight	46	136	227	972	758	382	50.4	124	149	98	64	35	65.8
Air-Bridge Carriers	106	187	314	628	830	305	36.8	637	1 366	523	494	29	38.3
Alldair	149	525	502	17 652	8 876	4 918	55.4	10	722	368	15	353	51.0
Bristow Helicopters	658	4 370	3 915	40 764	10 719	7 218	67.3	252	913	695	46	649	76.1
Britannia Airways	4 130	2 453	6 527	283 392	536 810	477 463	88.9	—	45 650	40 585	—	40 585	88.9
British Air Ferries	96	241	380	736	1 018	329	32.3	394	566	195	165	30	34.4
British Executive Air Services	168	7 391	1 056	32 454	2 352	738	31.4	39	218	73	1	72	33.5
British Island Airways	62	146	204	483	205	179	87.2	135	292	92	77	15	31.6
British Midland Airways	814	641	1 351	46 814	115 572	64 858	56.1	23	10 544	5 558	480	5 078	52.7
Dan-Air Services	5 460	4 340	9 655	355 135	642 513	539 086	83.9	40	56 004	46 738	3 544	43 194	83.5
General Aviation Services	28	67	121	—	—	—	—	36	97	36	36	—	37.4
I.A.S. Cargo Airlines	984	323	1 423	—	—	—	—	3 635	36 648	23 871	23 871	—	65.1
Intra Airways	105	232	336	9 546	5 965	4 642	77.8	—	2 073	1 248	898	350	60.2
Invicta International Airlines	72	47	165	—	—	—	—	384	1 198	666	666	—	55.5
Laker Airways	2 715	1 088	3 933	130 889	571 250	462 275	80.9	—	57 064	36 955	—	36 955	64.8
Loganair	144	654	648	3 705	1 829	1 020	55.8	—	167	92	—	92	55.1
Management Aviation	105	1 535	532	5 445	785	488	62.2	99	69	44	7	37	63.8
Monarch Airlines	1 194	831	1 918	97 687	179 021	150 174	83.9	—	17 471	13 621	—	13 621	78.0
North Scottish Helicopters	208	3 861	1 041	11 583	833	625	75.0	—	65	48	—	48	73.8
Redcoat Air Cargo	130	36	215	—	—	—	—	210	1 961	692	692	—	35.3
Tradewinds Airways	668	249	1 072	—	—	—	—	2 567	24 350	13 679	13 679	—	56.2
Transmeridian Air Cargo	782	241	1 384	—	—	—	—	2 216	24 904	12 514	12 514	—	50.3
TOTAL	23 545	35 657	46 083	1 286 124	2 669 019	2 189 493	82.0	14 239	360 854	253 769	71 048	182 721	70.3
Class 5A Licence TOTAL	381	589	833	21 240	26 407	20 427	77.4	..	8 845	6 414	4 723	1 691	72.5
TOTAL Excludes 5A Licence	23 164	35 068	45 250	1 264 884	2 642 612	2 169 066	82.1	14 239	352 009	247 355	66 325	181 030	70.3

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services June 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	1 266	747	2 033	32 807	184 411	133 100	72.2	1 292	24 603	14 783	2 594	12 189	60.1
British Airtours	1 655	786	2 383	125 455	312 953	270 251	86.4	—	28 480	23 264	—	23 264	81.7
British Airways Helicopters	522	3 651	2 606	37 397	11 235	5 733	51.0	206	1 097	491	32	459	44.8
British Caledonian Airways	1 170	682	1 837	51 273	80 316	65 303	81.3	1 572	22 963	15 790	10 159	5 631	68.8
Air Anglia	7	15	31	31	52	17	33.3	—	5	2	—	2	33.3
Air Faisal	68	24	141	—	—	—	—	359	1 156	1 015	1 015	—	87.7
Air Freight	34	97	168	391	365	204	55.8	119	113	83	62	21	73.3
Air-Bridge Carriers	84	117	238	628	830	305	36.8	451	1 113	455	426	29	40.9
Alidair	92	339	323	10 541	5 531	2 773	50.1	—	411	210	12	198	51.1
Bristow Helicopters	658	4 370	3 915	40 674	10 719	7 218	67.3	252	913	695	46	649	76.1
Britannia Airways	4 130	2 453	6 527	283 392	536 850	477 463	88.9	—	45 650	40 585	—	40 585	88.9
British Air Ferries	93	235	370	642	967	297	30.8	386	553	187	160	27	33.8
British Executive Air Services	168	7 391	1 056	32 454	2 352	738	31.4	39	218	73	1	72	33.5
British Island Airways	27	69	87	364	178	159	92.0	—	132	19	6	13	14.6
British Midland Airways	790	585	1 300	43 241	113 531	63 422	55.9	23	10 364	5 446	480	4 966	52.5
Dan-Air Services	5 146	3 459	8 487	328 509	627 122	529 082	84.4	1	54 698	45 876	3 532	42 345	83.9
General Aviation Services	20	29	80	—	—	—	—	30	68	22	22	—	32.0
I.A.S. Cargo Airlines	984	323	1 423	—	—	—	—	3 635	36 648	23 871	23 871	—	65.1
Intra Airways	103	227	327	9 300	5 755	4 503	78.2	—	2 056	1 238	898	340	60.2
Invicta International Airlines	72	47	165	—	—	—	—	384	1 198	666	666	—	55.5
Laker Airways	2 715	1 088	3 933	130 889	571 250	462 275	80.9	—	57 064	36 955	—	36 955	64.8
Management Aviation	105	1 535	532	5 445	785	488	62.2	99	69	44	7	37	63.8
Monarch Airlines	1 194	831	1 918	97 687	179 021	150 174	83.9	—	17 471	13 621	—	13 621	78.0
North Scottish Helicopters	208	3 861	1 041	11 583	833	625	75.0	—	65	48	—	48	73.8
Redcoat Air Cargo	130	36	215	—	—	—	—	210	1 961	692	692	—	35.3
Tradewinds Airways	668	249	1 072	—	—	—	—	2 567	24 350	13 679	13 679	—	56.2
Transmeridian Air Cargo	782	241	1 384	—	—	—	—	2 216	24 904	12 514	12 514	—	50.3
TOTAL	22 891	33 487	43 588	1 242 703	2 645 057	2 174 130	82.2	13 846	358 321	252 323	70 872	181 451	70.4
Class 5A Licence TOTAL	362	525	772	18 727	25 393	19 766	77.8	..	8 729	6 353	4 707	1 646	72.8
TOTAL Excludes 5A Licence	22 529	32 962	42 816	1 223 976	2 619 664	2 154 364	82.2	13 846	349 592	245 970	66 165	178 805	70.4

* Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services June 1978

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	7	28	25	1 042	472	326	69.1	—	41	28	—	28	67.9
British Airways Helicopters	2	13	9	95	40	13	32.5	2	4	1	—	1	25.0
Air Anglia	24	117	102	229	166	50	30.1	—	17	5	—	5	29.4
Air Freight	12	39	60	581	392	178	45.3	5	36	15	2	13	42.1
Air-Bridge Carriers	22	70	75	—	—	—	—	186	253	68	68	—	26.8
Alldair	57	186	179	7 111	3 345	2 145	64.1	10	311	158	3	155	50.9
British Air Ferries	3	6	10	94	50	31	62.2	8	13	8	5	3	60.3
British Island Airways	34	77	117	119	33	20	62.0	135	160	73	71	2	45.5
British Midland Airways	24	56	51	3 573	2 034	1 436	70.6	—	180	112	—	112	62.3
Dan-Air Services	313	881	1 169	26 626	15 391	10 004	65.0	39	1 306	861	12	849	65.9
General Aviation Services	8	38	41	—	—	—	—	6	29	15	15	—	50.0
Intra Airways	3	5	10	246	209	139	66.3	—	17	10	—	10	60.3
Loganair	144	654	648	3 705	1 829	1 020	55.8	—	167	92	—	92	55.1
TOTAL	654	2 170	2 495	43 421	23 963	15 363	64.1	393	2 533	1 445	176	1 269	57.1
Class 5A Licence TOTAL	19	64	61	2 513	1 014	661	65.2	..	116	61	16	45	52.6
TOTAL Excludes 5A Licence	635	2 106	2 434	40 908	22 949	14 702	64.1	393	2 417	1 384	160	1 224	57.3

* Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations June 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	478	81	612	11 858	—	113 583	74 181	65.3	12 816	6 915	54.0
British Airtours	201	43	265	3 839	—	38 056	35 076	92.2	3 463	3 090	89.2
Dan-Air Services	96	26	128	2 415	—	18 118	15 444	85.2	1 448	1 235	85.3
Laker Airways	1 237	227	1 617	34 249	15 283	389 880	308 044	79.0	39 512	24 642	62.4
TOTAL	2 011	377	2 623	52 361	15 283	559 638	432 744	77.3	57 239	35 882	62.7

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

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	223	162	371	9 691	24 117	20 391	84.5	2 127	1 724	81.1	—	—
British Airtours	1 154	644	1 742	109 388	218 111	195 202	89.5	19 849	16 666	84.0	—	2 648
British Caledonian Airways	575	439	993	41 276	65 762	54 943	83.5	6 178	4 736	76.7	—	—
Britannia Airways	3 956	2 276	6 237	264 413	514 313	458 210	89.1	43 732	38 948	89.1	—	6 766
British Midland Airways	92	64	175	3 870	7 373	5 684	77.1	622	444	71.3	—	—
Dan-Air Services	4 044	2 788	6 614	285 478	495 873	432 516	87.2	39 682	34 613	87.2	—	3092
Laker Airways	926	523	1 413	58 303	114 986	104 556	90.9	11 236	8 360	74.4	—	—
Monarch Airlines	928	604	1 454	79 278	146 055	128 234	87.8	14 234	11 631	81.7	—	—
TOTAL International Services	11 898	7 500	18 998	851 697	1 586 591	1 399 736	88.2	137 661	117 122	85.1	—	12 506
Domestic Services-NIL												
GRAND TOTAL	11 898	7 500	18 998	851 697	1 586 591	1 399 736	88.2	137 661	117 122	85.1	—	12 506

All Class 4 Licence Operations June 1978

Table 25.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	84	34	120	—	3 149	26 606	24 956	93·8	3 150	2 380	75·6
British Airtours	103	38	129	2 648	2 091	19 448	16 135	83·0	1 770	1 406	79·5
British Caledonian Airways	119	118	216	—	9 209	12 954	9 282	71·7	1 205	798	66·3
Britannia Airways	97	60	157	6 766	196	12 632	11 420	90·4	1 076	971	90·3
British Midland Airways	15	12	22	—	841	1 121	1 092	97·5	93	85	91·8
Dan-Air Services	731	456	1 229	3 092	30 667	88 689	62 964	71·0	7 094	5 037	71·0
Intra Airways	59	132	184	—	7 689	4 343	3 565	82·1	357	268	75·1
Laker Airways	376	287	669	—	17 875	33 468	23 574	70·4	3 008	1 886	62·7
Monarch Airlines	256	217	448	—	17 745	31 499	21 051	66·8	3 093	1 909	61·7
TOTAL	1 842	1 354	3 174	12 506	89 462	230 758	174 041	75·4	20 846	14 741	70·7

International Class 4 Licence Operations June 1978

Table 25.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	84	34	120	—	3 149	26 606	24 956	93·8	3 150	2 380	75·6
British Airtours	103	38	129	2 648	2 091	19 448	16 135	83·0	1 770	1 406	79·5
British Caledonian Airways	119	118	216	—	9 209	12 954	9 282	71·7	1 205	798	66·3
Britannia Airways	97	60	157	6 766	196	12 632	11 420	90·4	1 076	971	90·3
British Midland Airways	15	10	20	—	697	1 083	1 055	97·4	90	82	91·8
Dan-Air Services	731	456	1 229	3 092	30 667	88 689	62 964	71·0	7 094	5 037	71·0
Intra Airways	57	127	174	—	7 443	4 133	3 426	82·9	340	258	75·9
Laker Airways	376	287	669	—	17 875	33 468	23 574	70·4	3 008	1 886	62·7
Monarch Airlines	256	217	448	—	17 745	31 499	21 051	66·8	3 093	1 909	61·7
TOTAL	1838	1 347	3 163	12 506	89 072	230 511	173 865	75·4	20 825	14 727	70·7

Domestic Class 4 Licence Operations June 1978

Table 25.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Midland Airways	1	2	2	—	144	38	37	98·6	3	3	91·8
Intra Airways	3	5	10	—	246	209	139	66·3	17	10	60·3
TOTAL	3	7	11	—	390	247	176	71·3	20	13	65·2

All Class 6 Licence Operations June 1978

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	54	39	103	377	922	722	78.2
British Caledonian Airways	436	106	570	1 262	14 533	9 424	64.8
Air Freight	6	30	33	83	21	17	83.4
Air-Bridge Carriers	86	146	254	638	1 239	476	38.4
British Air Ferries	54	135	224	261	380	115	30.1
I.A.S. Cargo Airlines	352	109	511	1 372	12 832	10 191	79.4
Invicta International Airlines	42	32	97	238	684	385	56.3
Redcoat Air Cargo	130	36	215	211	1 961	692	35.3
Tradewinds Airways	508	208	844	2 568	17 967	9 789	54.5
Transmeridian Air Cargo	627	206	1 092	2 053	20 833	10 855	52.1
TOTAL	2 295	1 047	3 942	9 061	71 371	42 666	59.8

International Class 6 Licence Operations June 1978

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	54	39	103	377	922	722	78.2
British Caledonian Airways	436	106	570	1 262	14 533	9 424	64.8
Air Freight	6	30	33	83	21	17	83.4
Air-Bridge Carriers	67	79	185	452	1 027	424	41.3
British Air Ferries	54	135	224	261	380	115	30.1
I.A.S. Cargo Airlines	352	109	511	1 372	12 832	10 191	79.4
Invicta International Airlines	42	32	97	238	684	385	56.3
Redcoat Air Cargo	130	36	215	211	1 961	692	35.2
Tradewinds Airways	508	208	844	2 568	17 967	9 789	54.5
Transmeridian Air Cargo	627	206	1 092	2 053	20 833	10 855	52.1
TOTAL	2 276	980	3 874	8 875	71 159	42 614	59.9

Domestic Class 6 Licence Operations June 1978

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	19	67	68	186	212	52	24.5
TOTAL	19	67	68	186	212	52	24.5

All Class 7 Licence Operations June 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	524	3 664	2 615	37 492	11 275	5 746	51.0	208	1 101	492	32	460	44.7
Bristow Helicopters	658	4 370	3 915	40 674	10 719	7 218	67.3	253	913	695	46	649	76.1
British Executive Air Services	168	7 391	1 056	32 454	2 352	738	31.4	39	218	73	1	72	33.5
Management Aviation	105	1 535	532	5 445	785	488	62.2	99	69	44	7	37	63.8
North Scottish Helicopters	208	3 861	1 041	11 583	833	625	75.0	—	65	48	—	48	73.8
TOTAL	1 663	20 821	9 159	127 648	25 964	14 815	57.1	599	2 366	1 352	86	1 266	57.1

International Class 7 Licence Operations June 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	522	3 651	2 606	37 397	11 235	5 733	51.0	206	1 097	491	32	459	44.8
Bristow Helicopters	658	4 370	3 915	40 674	10 719	7 218	67.3	253	913	695	46	649	76.1
British Executive Air Services	168	7 391	1 056	32 454	2 352	738	31.4	39	218	73	1	72	33.5
Management Aviation	105	1 535	532	5 445	785	488	62.2	99	69	44	7	37	63.8
North Scottish Helicopters	208	3 861	1 041	11 583	833	625	75.0	—	65	48	—	48	73.8
TOTAL	1 661	20 808	9 149	127 553	25 924	14 802	57.1	597	2 362	1 351	86	1 265	57.2

Domestic Class 7 Licence June 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	2	13	9	95	40	13	32.5	2	4	1	—	1	25.0
TOTAL	2	13	9	95	40	13	32.5	2	4	1	—	1	25.0

All Exempt Operations June 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	384	419	767	6 033	15 314	9 233	60.3	916	5 121	2 644	18 843	801	51.6
British Caledonian Airways	32	15	46	258	69	64	92.6	310	897	740	735	5	82.5
Air Anglia	31	132	132	260	218	67	30.9	—	22	7	—	7	30.3
Air Faisal	68	24	141	—	—	—	—	359	1 156	1 015	1 015	—	87.7
Air Freight	29	76	145	972	758	382	50.4	42	87	50	15	35	57.0
Air-Bridge Carriers	15	36	47	585	730	262	35.9	—	76	28	2	26	36.9
Alidair	47	142	146	5 288	2 757	1 750	63.5	10	276	134	3	131	48.6
Britannia Airways	76	117	133	12 017	9 905	7 833	79.1	—	842	666	—	666	79.1
British Air Ferries	42	106	156	736	1 018	329	32.3	133	186	80	50	30	43.2
British Island Airways	38	85	130	462	185	171	92.3	135	174	85	71	14	49.0
British Midland Airways	147	193	265	11 466	17 098	11 371	66.5	23	1 446	929	24	905	64.2
Dan-Air Services	451	1 015	1 487	31 843	31 754	20 846	65.6	40	2 627	1 736	13	1 723	66.1
General Aviation Services	28	67	121	—	—	—	—	37	97	36	36	—	37.4
I.A.S. Cargo Airlines	611	207	883	—	—	—	—	2 264	22 987	13 110	13 110	—	57.0
Invicta International Airlines	30	15	68	—	—	—	—	146	515	281	281	—	54.5
Laker Airways	5	5	9	477	592	484	81.8	—	58	39	—	39	67.4
Loganair	144	654	647	3 705	1 829	1 020	55.8	—	167	92	—	92	55.1
Monarch Airlines	4	6	8	116	439	59	13.6	—	43	5	—	5	12.3
Transmeridian Air Cargo	108	27	217	—	—	—	—	164	2 839	1 073	1 073	—	37.8
TOTAL	2 290	3 341	5 547	74 218	82 663	53 871	65.2	4 579	39 615	22 749	18 270	4 479	57.4

International Exempt Operations June 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	379	399	750	5 321	14 996	8 990	59.9	916	5 093	2 623	1 843	781	51.5
British Caledonian Airways	32	15	46	258	69	64	92.6	310	897	740	735	5	82.5
Air Anglia	7	15	31	31	52	17	33.3	—	5	2	—	2	33.3
Air Faisal	68	24	141	—	—	—	—	359	1 156	1 015	1 015	—	87.7
Air Freight	16	37	85	391	365	204	55.8	37	51	35	13	21	67.4
Air-Bridge Carriers	15	36	47	585	730	262	35.9	—	76	28	2	26	36.9
Alidair	4	8	12	339	252	175	69.3	—	25	13	—	13	51.9
Britannia Airways	76	117	133	12 017	9 905	7 833	79.1	—	842	666	—	666	79.1
British Air Ferries	39	100	146	642	967	297	30.8	125	173	72	45	27	41.9
British Island Airways	3	9	14	364	172	159	92.0	—	16	13	—	13	83.8
British Midland Airways	124	139	216	8 037	15 102	9 972	66.0	23	1 270	820	24	796	64.6
Dan-Air Services	137	134	319	5 217	16 362	10 842	66.3	1	1 321	875	1	875	66.2
General Aviation Services	20	29	80	—	—	—	—	31	68	22	22	—	32.0
I.A.S. Cargo Airlines	611	207	883	—	—	—	—	2 264	22 987	13 110	13 110	—	57.0
Invicta International Airlines	30	15	68	—	—	—	—	146	515	281	281	—	54.5
Laker Airways	5	5	9	477	592	484	81.8	—	58	39	—	39	67.4
Monarch Airlines	4	6	8	116	439	59	13.6	—	43	5	—	5	12.3
Transmeridian Air Cargo	108	27	217	—	—	—	—	164	2 839	1 073	1 073	—	37.8
TOTAL	1 680	1 322	3 202	33 795	60 002	39 358	65.6	4 374	37 435	21 431	18 162	3 269	57.2

Domestic Exempt Operations June 1978

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km		Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
						used (000)	As percentage of available			Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	5	20	17	712	318	243	76.4	—	28	21	—	21	74.6
Air Anglia	24	117	102	229	166	50	30.1	—	17	5	—	5	29.4
Air Freight	12	39	60	581	392	178	45.3	6	36	15	2	13	42.1
Alldair	43	134	134	4 949	2 505	1 575	62.9	10	251	121	3	118	48.3
British Air Ferries	3	6	10	94	50	31	62.2	9	13	8	5	3	60.3
British Island Airways	34	76	116	98	13	12	96.0	135	158	72	71	1	45.5
British Midland Airways	23	54	49	3 429	1 996	1 399	70.1	—	177	109	—	109	61.8
Dan-Air Services	313	881	1 169	26 626	15 391	10 004	65.0	39	1 306	861	12	849	65.9
General Aviation Services	8	38	41	—	—	—	—	6	29	15	15	—	60.0
Loganair	144	654	647	3 705	1 829	1 020	55.8	—	167	92	—	92	55.1
TOTAL	610	2 019	2 345	40 423	22 662	14 513	64.0	205	2 180	1 318	108	1 210	60.5

Class 5 Operations for UK Operators June 1978

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	4	12	13	470	373	247	66.2	..	35	21	—	—	21	60.0
British Airtours	67	24	78	4 045	12 800	11 752	91.8	..	1 164	1 033	—	—	1 033	88.7
British Caledonian Airways	9	4	12	530	1 532	1 015	66.3	..	149	91	—	—	91	61.1
Air-Bridge Carriers	5	5	13	43	100	43	43.0	..	51	19	—	16	3	37.3
Alldair	102	383	356	12 364	6 119	3 168	51.8	..	446	234	—	12	222	52.5
British Island Airways	0	1	2	21	20	8	40.0	..	2	1	—	—	1	50.0
Dan-Air Services	128	52	181	1 106	2 309	1 880	81.4	..	4 692	3 682	—	3 531	151	78.5
Intra Airways	46	100	152	1 857	1 622	1 077	66.4	..	1 716	980	—	898	82	57.1
Laker Airways	4	2	5	256	504	408	81.0	..	52	12	—	—	12	23.1
Monarch Airlines	6	4	9	548	1 028	829	80.6	..	100	75	—	—	75	75.0
Tradewinds Airways	10	2	13	—	—	—	—	..	438	266	—	266	—	60.7
TOTAL	381	589	833	21 240	26 407	20 427	77.4	..	8 845	6 414	—	4 723	1 691	72.5

Class 5 Operations for Non-UK Operators June 1978

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	46	28	72	2 648	4 889	4 418	90.4	..	474	406	11	19	376	85.7
British Airtours	130	37	169	3 444	24 538	12 085	49.3	..	2 233	1 069	—	—	1 069	47.9
Air Freight	11	30	50	—	—	—	—	..	41	31	—	31	—	75.6
British Island Airways	24	60	73	—	—	—	—	..	116	6	—	6	—	5.2
British Midland Airways	559	327	889	30 637	89 980	46 710	51.9	..	8 382	4 100	—	456	3 644	48.9
Dan-Air Services	10	3	16	534	5 771	5 436	94.2	..	461	435	—	—	435	94.4
I.A.S. Cargo Airlines	21	7	29	—	—	—	—	..	830	570	—	570	—	68.7
Laker Airways	168	44	221	4 446	31 820	25 209	79.2	..	3 198	2 016	—	—	2 016	63.0
Tradewinds Airways	150	39	215	—	—	—	—	..	5 945	3 624	—	3 624	—	61.0
Transmeridian Air Cargo	46	8	75	—	—	—	—	..	1 232	586	—	586	—	47.6
TOTAL	1 165	628	1 807	41 709	156 998	93 858	59.8	..	22 912	12 843	11	5 292	7 540	56.1

Aircraft Type and Utilisation—All Airlines June 1978

Table 30.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	X 156	740	—	764	—	8 547	1 802	9	2.9
Aviation Traders Carvair	37	3	79	2	155	—	—	2	2.5
Aviation Traders Merchantman	569	—	618	—	1 052	—	—	6	5.1
AW650 Argosy	66	—	195	—	246	—	—	3	2.1
BAC 111-200	850	1 753	5	1 939	6	77 466	40 759	9	6.0
BAC 111-300/400	2 335	2 540	—	4 259	—	146 109	150 113	17	7.7
BAC 111-500	4 610	6 363	39	8 869	47	428 440	353 632	36	7.8
BAC/Aerospatiale Concorde	716	129	—	518	—	7 799	43 414	5	3.1
Bell 212 Twin	X 169	7 420	—	1 064	—	32 610	746	8	3.8
Boeing 707-120/120B	466	291	—	707	—	41 738	67 524	3	9.8
Boeing 707-320C/336	6 280	1 413	467	6 280	2 133	120 095	504 190	32	8.4
Boeing 707-420	1 676	795	—	2 482	—	127 650	273 655	9	7.5
Boeing 720/720B	584	349	—	874	—	50 279	87 206	3	8.1
Boeing 727-100	1 670	945	—	2 528	—	104 862	188 261	8	8.9
Boeing 737-200	4 130	2 453	—	6 527	—	283 392	477 463	16	10.9
Boeing 747-100	5 561	1 383	—	7 329	—	197 371	1 383 962	18	12.7
Boeing 747-200	2 002	365	—	2 438	—	51 201	465 785	7	12.0
Bristol Britannia 300	373	—	149	—	740	—	—	5	4.4
Britten-Norman Islander	146	1 647	—	698	—	5 885	498	11	1.8
Britten-Norman Trislander	219	2 454	—	1 156	—	23 800	2 045	14	2.7
Canadair CL 44	768	—	269	—	1 510	—	—	10	5.3
Cessna 404 Titan	113	256	—	439	—	1 227	553	..	..
DC3 Dakota/Pionair	173	497	300	431	439	9 948	1 626	10	(a) 2.3
DH 106 Comet 4B/C	1 108	732	—	1 852	—	76 030	118 712	11	4.8
DHC6 Twin-Otter	118	545	—	512	—	4 866	1 201	5	3.4
Embraer Bandeirante	48	88	—	154	—	505	277	..	..
Fokker Friendship 100/600	657	1 472	—	1 794	—	29 233	14 000	9	7.1
Hawker Siddeley 121 Trident 1C	562	1 016	—	1 148	—	64 011	35 633	11	3.1
Hawker Siddeley 121 Trident 1E	282	536	—	670	—	45 536	25 224	4	6.4
Hawker Siddeley 121 Trident 2E	1 596	1 370	—	2 675	—	99 808	116 558	16	5.3
Hawker Siddeley 121 Trident 3B	2 714	3 603	—	5 314	—	357 545	263 406	25	6.5
HP Herald 100/200	871	3 107	449	2 858	487	77 992	17 115	29	4.3
HS 748	745	2 383	—	2 709	—	61 380	22 441	20	4.0
Lockheed L1011 Tristar	1 301	786	—	1 994	—	135 656	230 334	9	7.5
MBB BO 105	X 268	5 073	—	1 343	—	15 219	806	3	(b) 4.0
McDonnell-Douglas DC10-10	1 387	260	—	1 821	—	67 388	386 692	4	12.9
McDonnell-Douglas DC8-54F/55F	996	—	319	—	1 360	—	—	6	8.5
McDonnell-Douglas DC9-10 to 40	355	647	—	725	—	32 646	19 040	2	8.0
McDonnell-Douglas DC-10-30	521	161	—	676	—	10 497	68 650	2	10.8
Piper PA23 Aztec (and Apache)	X 11	66	—	46	—	128	22	2	0.6
Piper PA31 Navajo (All Series)	226	1 082	—	883	—	3 062	721	10	(c) 2.9
Sikorsky 58T	X 170	1 522	94	988	35	10 836	1 275	10	2.9
Sikorsky S61N	890	5 587	—	4 831	—	70 760	10 841	42	3.7
Vickers Super VC10	2 913	919	—	4 034	—	54 065	263 127	15	9.1
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	149	520	5	497	5	17 652	4 918	5	3.5
Vickers Viscount 700D/800/810	1 430	4 781	14	4 670	29	178 196	58 099	31	4.6
Westland Wessex	X 55	1 267	—	390	—	5 259	228	4	2.9
TOTAL	53 040	69 319	3 002	91 888	8 244	3 136 689	5 702 555	517	6.0

(a) Excludes General Aviation Services.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Wales.

Aircraft Type and Utilisation—Individual Airlines Table 30.2

June 1978

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
British Airways									
HS 748	81	364	—	305	—	9 489	2 538	2	4.6
Vickers Viscount 700D/800/810	806	3 076	—	2 812	—	114 446	32 238	19	4.5
BAC 111-300/400	659	1 345	—	1 392	—	62 783	29 332	7	6.4
BAC 111-500	1 882	3 800	—	4 018	—	229 895	114 446	18	7.1
Hawker Siddeley 121 Trident 2E	1 596	1 370	—	2 675	—	99 808	116 558	16	5.3
Aviation Traders Merchantman	531	—	584	—	969	—	—	5	5.3
Hawker Siddeley 121 Trident 1C	562	1 016	—	1 148	—	64 011	35 633	11	3.1
Hawker Siddeley 121 Trident 3B	2 714	3 603	—	5 314	—	357 545	263 406	25	6.5
Hawker Siddeley 121 Trident 1E	282	536	—	670	—	45 536	25 224	4	6.4
Vickers Super VC10	2 913	919	—	4 034	—	54 065	263 127	15	9.1
Vicker VC10	—	—	—	—	—	—	—	1	—
Lockheed L1011 Tristar	1 301	786	—	1 994	—	135 656	230 334	9	7.5
Boeing 707-320C/336	2 556	469	234	2 327	1 038	34 190	180 229	11	10.1
Boeing 747-100	5 561	1 383	—	7 329	—	197 371	1 383 962	18	12.7
Boeing 747-200	2 002	365	—	2 438	—	51 201	465 785	7	12.0
BAC/Aerospatiale Concorde	716	129	—	518	—	7 799	43 414	5	3.1
TOTAL	24 162	19 161	818	36 974	2 007	1 463 795	3 186 226	173	7.2
British Airtours									
Boeing 707-420	1 676	795	—	2 482	—	127 650	273 656	9	7.5
British Airways Helicopters									
Sikorsky S61N	519	3 427	—	2 580	—	46 040	6 313	23	3.4
Sikorsky 58T	32	660	—	176	—	3 657	179	2	2.0
Bell 212 Twin	1	29	—	8	—	156	8	1	1.2
TOTAL	552	4 116	—	2 764	—	49 853	6 500	26	3.2
British Caledonian Airways									
Piper PA31 Navajo (All Series)	25	132	—	126	—	241	47	2	3.1
BAC 111-200	621	1 441	5	1 473	6	60 134	27 211	7	6.1
BAC 111-500	1 137	1 296	39	2 104	47	77 806	80 737	9	7.5
Boeing 707-320C/336	2 007	299	191	1 674	938	19 050	108 744	9	9.9
McDonnell-Douglas DC-10-30	521	161	—	676	—	10 497	68 650	2	10.8
Sikorsky S61N	17	430	—	107	—	3 222	129	1	4.9
TOTAL	4 328	3 759	235	6 160	991	170 950	285 518	30	7.9
Air Anglia									
Fokker Friendship 100/600	657	1 472	—	1 794	—	29 233	14 000	9	7.1
Piper PA31 Navajo (All Series)	174	816	—	650	—	2 401	587	8	2.9
TOTAL	830	2 288	—	2 444	—	31 634	14 587	17	5.1
Air Faisal									
Bristol Britannia 300	68	—	24	—	141	—	—	2	2.2
Air Freight									
DC3 Dakota/Pionair	69	59	188	107	239	972	382	5	2.2
Air Wales									
Piper PA31 Navajo (All Series)	27	134	—	107	—	420	87	..	..
Embraer Bandeirante	48	88	—	154	—	505	277	..	..
TOTAL	75	222	—	261	—	925	365	..	..

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
Air Westward									
Cessna 404 Titan	113	256	—	439	—	1 227	553	..	..
Air-Bridge Carriers									
HP Herald 100/200	32	38	68	53	57	628	305	3	1.7
AW650 Argosy	66	—	195	—	246	—	—	3	2.1
Aviation Traders Merchantman	38	—	34	—	83	—	—	1	3.9
TOTAL	137	38	297	53	386	628	305	7	2.3
Alidair									
Vickers Viscount 700	149	520	5	497	5	17 652	4 918	5	3.5
Aurigny Air Services									
Britten-Norman Trislander	109	1 832	—	606	—	18 596	1 120	6	3.3
Britten-Norman Islander	4	66	—	20	—	303	16	2	0.6
TOTAL	113	1 898	—	626	—	18 899	1 136	8	2.6
Bristow Helicopters									
Sikorsky S61N	354	1 730	—	2 144	—	21 498	4 399	18	4.0
Westland Wessex	55	1 267	—	390	—	5 259	228	4	2.9
Sikorsky 58T	93	633	—	617	—	5 370	789	6	3.0
Aerospatiale SA330J Puma	156	740	—	764	—	8 547	1 802	9	2.9
TOTAL	658	4 370	—	3 915	—	40 674	7 218	37	3.5
Britannia Airways									
Boeing 737-200	4 130	2 453	—	6 527	—	283 392	477 463	16	10.9
British Air Ferries									
HP Herald 100/200	284	953	56	1 005	69	16 531	3 963	12	3.1
Aviation Traders Carvair	37	3	79	2	155	—	—	2	2.5
TOTAL	321	956	135	1 007	224	16 531	3 963	14	3.0
British Executive Air Services									
Bell 212 Twin	168	7 391	—	1 056	—	32 454	738	7	4.2
British Island Airways									
HP Herald 100/200	526	2 030	325	1 680	361	58 402	12 026	13	6.3
British Midland Airways									
Vickers Viscount 700D/800/810	503	1 437	—	1 532	—	49 580	19 583	9	5.0
McDonnell-Douglas DC9-10 to 40	355	647	—	725	—	32 646	19 040	2	8.0
Boeing 707-320C/336	602	401	—	956	—	35 023	52 779	5	5.9
TOTAL	1 461	2 485	—	3 213	—	117 249	91 402	16	5.8
Brymon Airways									
Britten-Norman Islander	13	97	—	71	—	425	61	1	1.9
HP Herald 100/200	29	86	—	120	—	2 431	822	1	2.4
DHC 6 Twin-Otter	64	368	—	274	—	2 867	592	2	4.3
TOTAL	106	551	—	465	—	5 723	1 475	4	3.3

Table 30.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
Dan-Air Services									
HS 748	663	2 019	—	2 404	—	51 891	19 902	18	4.0
BAC 111-200	229	312	—	466	—	17 332	13 549	2	5.6
BAC 111-300/400	733	591	—	1 319	—	40 198	51 499	5	7.9
BAC 111-500	1 120	882	—	1 923	—	87 435	116 679	6	9.7
DH 106 Comet 4B/C	1 108	732	—	1 852	—	76 030	118 712	11	4.8
Boeing 727-100	1 670	945	—	2 528	—	104 862	188 261	8	8.9
Boeing 707-320C/336	388	94	42	380	157	10 997	46 137	5	4.0
TOTAL	5 911	5 575	42	10 872	157	388 745	554 739	55	5.9
General Aviation Services									
DC3 Dakota/Pionair	28	—	67	—	121	—	—	..	..
Haywards Aviation									
Britten-Norman Islander	13	66	—	64	—	282	58	1	1.4
Piper PA23 Aztec (and Apache)	11	66	—	46	—	128	22	2	0.6
TOTAL	24	132	—	110	—	410	80	3	0.8
I.A.S. Cargo Airlines									
Bristol Britannia 300	103	—	42	—	219	—	—	1	7.4
McDonnell-Douglas DC8-54F/55F	739	—	227	—	1 000	—	—	4	9.6
TOTAL	842	—	269	—	1 219	—	—	5	9.2
Intra Airways									
DC3 Dakota/Pionair	76	438	45	324	79	8 976	1 244	5	2.4
Vickers Viscount 700D/800/810	120	268	14	326	29	14 170	6 279	3	3.9
TOTAL	196	706	59	650	108	23 146	7 523	8	3.0
Invicta International Airlines									
Bristol Britannia 300	72	—	47	—	165	—	—	1	5.6
Laker Airways									
BAC 111-300/400	944	604	—	1 548	—	43 128	69 282	5	9.4
McDonnell-Douglas DC10-10	1 387	260	—	1 821	—	67 388	386 692	4	12.9
Boeing 707-120/120B	326	194	—	487	—	27 634	46 326	2	10.7
Boeing 707-320C/336	726	150	—	943	—	20 835	116 301	2	11.1
TOTAL	3 383	1 208	—	4 799	—	158 985	618 601	13	10.9
Loganair									
Britten-Norman Trislander	110	622	—	550	—	5 204	925	8	2.3
Britten-Norman Islander	116	1 418	—	543	—	4 875	363	7	2.3
DHC 6 Twin-Otter	54	177	—	238	—	1 999	609	3	2.6
TOTAL	280	2 217	—	1 331	—	12 078	1 896	18	2.3
Management Aviation									
Sikorsky 58T	45	229	94	195	35	1 809	307	2	3.4
MBB BO 105	60	1 212	—	302	—	3 636	181	3	4.0
TOTAL	105	1 441	94	497	35	5 445	488	5	3.8

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
Monarch Airlines									
BAC 111-500	471	385	—	824	—	33 304	41 769	3	8.9
Boeing 707-120/120B	140	97	—	220	—	14 104	21 198	1	6.9
Boeing 720/720B	584	349	—	874	—	50 279	87 206	3	8.1
TOTAL	1 194	831	—	1 918	—	97 687	150 174	7	8.2
North Scottish Helicopters									
MBB BO 105	208	3 861	—	1 041	—	11 583	625	..	..
Redcoat Air Cargo									
Bristol Britannia 300	130	—	36	—	215	—	—	1	5.5
Tradewinds Airways									
Canadair CL 44	243	—	120	—	486	—	—	3	6.1
Transmeridian Air Cargo									
Canadair CL 44	525	—	149	—	1 024	—	—	7	5.0
McDonnell-Douglas DC8-54F/55F	257	—	92	—	360	—	—	2	6.6
TOTAL	782	—	241	—	1 384	—	—	9	5.3
GRAND TOTAL	53 040	69 319	3 002	91 888	8 244	3 136 689	5 702 555	517	6.1

Operations Subject to Variable Charge by Type of Licence June 1978

Table 31

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	694 953	418 254	96 603	321 650	60.2
Class 2	57 239	35 882	—	35 882	62.7
Class 3	137 661	117 122	—	117 122	85.0
Class 4	20 367	14 262	—	14 262	70.0
Class 5A	8 407	6 148	4 457	1 691	73.1
Class 6	59 150	36 533	36 533	—	61.7
Class 7	2 044	1 208	85	1 123	59.1
TOTAL	979 820	629 408	137 678	491 730	64.2
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	40 468	24 872	13 014	11 858	61.4
Exempt Services	33 272	18 876	14 526	4 349	56.7
Class 5B	17 670	9 545	2 005	7 540	54.0
Small Aircraft Operations	1 546	434	6	428	28.0
TOTAL	92 955	53 726	29 551	24 175	57.7
GRAND TOTAL	1 072 776	683 134	167 229	515 905	63.7

Output by Type of Licence and Aircraft Ownership June 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	696 176	854	21 728	718 759
Class 2	57 239	—	—	57 239
Class 3	137 661	—	—	137 661
Class 4	20 367	479	—	20 846
Class 6	59 150	—	12 221	71 371
Class 7	2 366	—	—	2 366
Exempt Services	33 272	5 504	838	39 615
TOTAL	1 006 231	6 837	34 788	1 047 856
Class 5A	8 407	—	438	8 845
Class 5B	17 670	—	5 242	22 912
TOTAL	26 077	—	5 680	31 757
GRAND TOTAL	1 032 308	6 837	40 468	1 079 613

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Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

Passengers	includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
Revenue passengers	are those who pay 25 per cent or more of the normal applicable fare.
A terminal passenger	is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

TYPES OF SERVICES

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

Non-scheduled or charter services include all air transport flights other than scheduled services.

Separate fare charters are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.

Inclusive tour consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip, surface transport and, where appropriate, other amenities.

Advance booking charters Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales to travel organisers and sales of seats to passengers have to be notified to the Civil Aviation Authority.

Sole-use charters are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

Class 4 authorises other charter flights for the carriage of passengers;

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights (except exempted operations):

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

Exempt operations are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

When related to the activity of an airport it is usual to measure cargo as uplifted and set down. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage, and diplomatic bags picked up and set down.

Appendix B Measures and their Computation

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

Aircraft accident An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.

Aircraft days available The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.

Aircraft departures The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.

Aircraft hours An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.

Aircraft hours flown per day This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.

Aircraft kilometres performed Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.

Aircraft movements An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.

All cargo services Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.

Baggage Personal property of passengers and crew carried on an aircraft by agreement with the operator.

Block-to-block/chock-to-chock time The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.

Capacity offered per aircraft hour This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.

Capacity offered per flight This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.

Cargo (or mail) tonne-kilometres performed A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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

Seats available per aircraft This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.

Speed flown per aircraft This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.

Stage distance flown per aircraft The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.

Tonne-kilometres available A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

Tonne-kilometres performed A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

Tonnes available The capacity of the aircraft for the carriage of payload measured in tonnes.

Weight load factor Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.