

Civil Aviation Authority



CAA Monthly Statistics
(up to and including October 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.
- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures. From October 1978 the table is produced in a simplified form.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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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—October 1978

Activity at UK Airports

Air transport movements during the month of October 1978 reached a level of 74 000 (19.5 per cent growth against October 1977); the proportion of all-freight movements was 5.5 per cent of the total. The London area accounted for 36 000 movements (24.5 per cent growth as compared with the previous year). Heathrow reported 5 173 additional movements (27.9 per cent growth), Gatwick 2 046 additional movements (29.3 per cent growth) and Stansted 31 additional movements (7.3 per cent growth). Southend and Luton both reported falls in traffic (22 fewer movements; 1.7 per cent decline and 113 fewer movements; 6.3 per cent decline respectively). Outside the London area, 15.1 per cent growth was reported (almost 38 000 movements). Glasgow reported the greatest increase in actual movements (1 057 additional movements; 34.7 per cent growth), followed by Aberdeen with 999 additional movements (24.3 per cent growth) and Birmingham with 781 additional movements (43.8 per cent growth). Inverness, Lydd and Isles of Scilly reported the heaviest falls in traffic with 69 fewer movements (10.2 per cent decline), 39 fewer movements (10.6 per cent decline) and 34 fewer movements (9.7 per cent decline) respectively. Scheduled movements rose 27.0 per cent and charters movements rose 1.5 per cent. The UK operators' share of scheduled movements rose 2.4 percentage points to stand at 75.6 per cent of the total and their share of charter movements fell marginally to 85.5 per cent of the total.

The number of terminal passengers reported by UK airports in October 1978 was 4.7 million which represented a growth of 21.6 per cent as compared with the same month in the previous year. London area passengers accounted for 3.3 million (20.2 per cent growth). Heathrow reported 444 357 additional passengers (22.8 per cent growth), Gatwick 104 279 additional passengers (18.0 per cent growth), Luton 6 580 additional passengers (4.1 per cent growth) and Stansted 833 additional passengers (2.6 per cent growth). Southend reported a fall in the number of passengers handled (2 923 fewer passengers; 13.8 per cent decline). Outside the London area, 1.4 million passengers used UK airports (25.1 per cent growth as compared with October 1977). Manchester and Glasgow reported the greatest increases in passengers handled (66 736 additional passengers; 25.9 per cent growth and 60 834 additional passengers; 42.5 per cent growth respectively), followed by Birmingham with 32 336 additional passengers (33.4 per cent growth). Bournemouth

reported the heaviest fall in passengers handled (1 368 fewer passengers; 6.0 per cent decline), followed by Lydd and Norwich with 829 fewer passengers (11.6 per cent decline) and 621 fewer passengers (3.9 per cent decline) respectively. Passengers travelling on scheduled services rose 27.3 per cent and those travelling on charter service rose 6.4 per cent. The UK operators' share of scheduled traffic rose 4.5 percentage points to stand at 63.8 per cent of the total, and their share of charter traffic rose marginally to 78.8 per cent of the total.

3.5 million passengers travelled on international services in October 1978 (14.1 per cent growth as compared with October 1977). Scheduled services carried 17.7 per cent more passengers and charter services 6.5 per cent more. The most heavily used scheduled services were those to USA with 18.0 per cent of the total traffic (34.8 per cent growth), followed by those to France and Germany with 10.6 per cent of the total (16.9 per cent growth) and 7.9 per cent of the total (25.7 per cent growth) respectively. Services to Spain carried 44.0 per cent of all charter passengers (21.0 per cent growth), services to Greece 7.5 per cent of the total (52.2 per cent growth) and those to Italy 7.3 per cent of the total (10.2 per cent growth). Of the passengers carried on the main domestic routes, those on the London, Glasgow, Edinburgh, Belfast and Channel Islands services increased (by 83.8 per cent, 42.3 per cent, 32.4 per cent, 11.7 per cent and 2.2 per cent respectively). The exceptional increase in some of the 1978 figures reflects the industrial action by UK Air Traffic Control Assistants during October 1977, as a result of which traffic on domestic trunk routes declined. Traffic carried on the Isle of Man services, however, declined 3.2 per cent in October 1978.

During October 1978, air freight handled at UK airports amounted to 68 000 tonnes (1.8 per cent growth as compared with October 1977); 36 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased only marginally, amounting to 55 000 tonnes. Heathrow reported marginal growth (352 additional tonnes), Stansted 20.0 per cent growth (452 additional tonnes) and Southend 53.9 per cent growth (285 additional tonnes). Gatwick and Luton reported falls in tonnage handled (896 fewer tonnes; 9.6 per cent decline and 112 fewer tonnes; 22.0 per cent decline respectively). Over the rest of the UK, tonnage rose by 9.5 per cent. Southampton, Blackpool and Manchester reported the

greatest increases in tonnage handled (326 additional tonnes; more than two fold growth, 204 additional tonnes; more than one fold growth and 171 additional tonnes; 5.8 per cent growth respectively). Belfast reported the heaviest fall in traffic handled (81 fewer tonnes; 6.3 per cent decline). Freight carried on scheduled services rose 2.8 per cent whilst that carried on charter services showed a 2.3 per cent decline. The UK operators' share of scheduled tonnage declined marginally to stand at 43.4 per cent of the total and their share of charter services fell 4.3 percentage points to 84.2 per cent.

Output of UK Airlines

The output of UK airlines for all services in October 1978 was 1 032 million available tonne-kilometres, an increase of 12.7 per cent on October 1977.

The scheduled service output of 704 million available tonne-kilometres was 20.7 per cent higher than a year

earlier. The overall load factor was 59.7 per cent, compared with 57.5 the previous year. Seat kilometres used were 62.1 per cent of those available. Seat factors on domestic and international scheduled services were 65.2 and 61.9 per cent respectively compared with 65.9 and 56.5 per cent a year earlier. The non-scheduled output of 328 million available tonne-kilometres was 1.2 per cent less than in October 1977. Advance Booking Charters and Inclusive Tour Charters accounted for 23.1 and 111.1 million available tonne-kilometres respectively compared with 42.5 and 104.7 million a year earlier.

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

Size Structure of UK Airports and Airlines Year ended September 1978

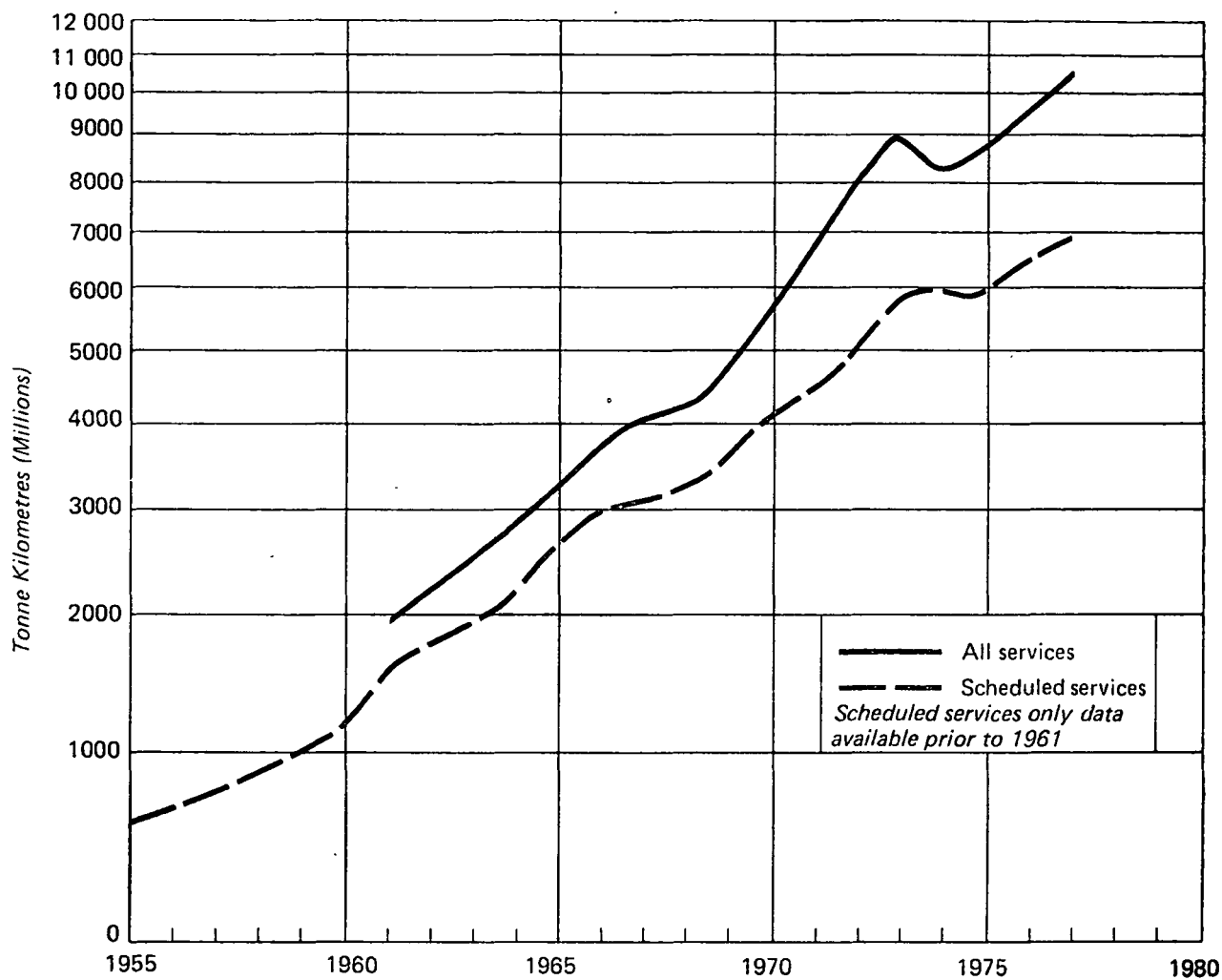
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airport this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	25 604	50.60	100	100.00
Gatwick	7 505	14.83	98	49.40
Manchester	3 232	6.39	95	34.57
Luton	2 044	4.04	93	28.18
Glasgow	2 107	3.99	91	24.14
Birmingham	1 240	2.45	89	20.15
Aberdeen	1 145	2.26	86	17.70
Belfast	1 142	2.26	84	15.44
Edinburgh	1 082	2.14	82	13.18
Newcastle	717	1.42	80	11.04
East Midlands	517	1.02	77	9.62
Prestwick	370	0.73	75	8.60
Isle of Man	339	0.67	73	7.87
Leeds	317	0.63	70	7.20
Stansted	316	0.62	68	6.58
Tees-side	282	0.56	66	5.95
Southampton	276	0.55	64	5.39
Sumburgh	272	0.54	61	4.85
Liverpool	253	0.50	59	4.31
Southend	249	0.49	57	3.81
Cardiff	228	0.45	55	3.32
Bristol	224	0.44	52	2.87
Other 22 Airports	1 228	2.43	50	2.43

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways	7 088	60.78	100	100.00
British Caledonian	947	8.12	97	39.22
Laker Airways	665	5.70	94	31.10
Dan Air Services	621	5.32	92	25.40
I.A.S. Cargo Airlines	509	4.36	89	20.10
Britannia Airways	414	3.55	86	15.74
Transmeridian Air Cargo	304	2.61	83	12.19
Tradewinds Airways	284	2.44	81	9.58
British Airtours	251	2.15	78	7.15
British Midland Airways	199	1.71	75	5.00
Monarch Airlines	182	1.56	72	3.29
Air Anglia	38	0.33	69	1.73
British Island Airways	26	0.22	67	1.41
Pelican Air Transport	22	0.19	64	1.18
Air Bridge Carriers	19	0.16	61	1.02
Redcoat Air Cargo	17	0.15	58	0.87
British Air Ferries	16	0.14	56	0.74
Intra Airways	11	0.09	53	0.64
Air Faisal	10	0.09	50	0.56
Others (17 airlines)	43	0.37	47	0.37

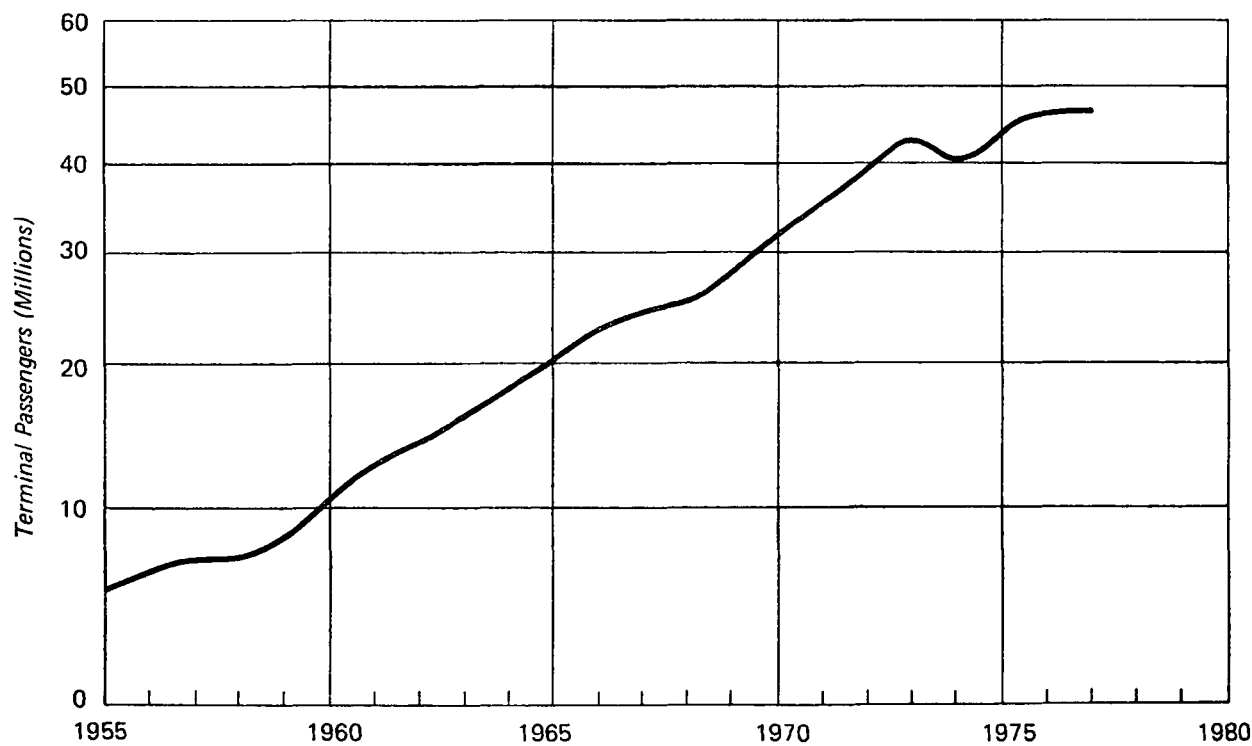
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

	Total movements (000)	Airports	Terminal passengers (000)	Airlines		
		Air transport movements (000)		Available tonne-km Total (000 000)	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						
October 1977	1 890	750	45 660	10 250	6 672	3 578
October 1978	1 992	827	51 436	11 800	7 990	3 810
Latest year's growth (percentages)						
	5.4	10.3	12.7	15.1	19.7	6.5
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)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled 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
3rd quarter	244.2	17 409.2	137.4	7 789.7	52.6	3 654.1	43.1	4 707.6	11.2	1 257.9
1977 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
July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
1978 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
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
August	82.6	5 858.7	46.6	2 589.9	17.6	1 262.3	14.7	1 579.8	3.7	426.8
September	78.9	5 582.0	44.3	2 530.6	17.3	1 186.4	13.9	1 506.7	3.3	358.3
October	73.6	4 718.2	41.8	2 286.9	15.6	891.6	13.5	1 299.7	2.7	240.0

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
3rd quarter	583.9	266.7	244.2	22.4	317.3	245.6	46.2	25.5
1977 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
July	201.3	88.4	80.0	8.4	112.9	87.5	15.8	9.6
August	184.1	84.8	75.6	9.2	99.3	78.6	13.4	7.4
September	173.7	77.2	68.6	8.6	96.5	70.9	14.6	11.0
October	149.1	70.0	61.6	8.4	79.1	58.6	11.0	9.5
1978 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
July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
August	203.9	90.5	82.6	7.9	113.4	87.8	17.8	7.8
September	184.6	85.8	78.9	6.9	98.8	74.7	13.6	10.5
October	175.9	80.8	73.6	7.2	95.1	72.6	13.8	8.6

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall 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
3rd quarter	121.0	5.3	6.9	13.9	36.9	8.3	28.7	2.6	9.8	10.7	32.2
1977 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
July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1
October	29.3	1.4	2.1	2.6	9.3	4.6	7.0	0.6	2.2	2.5	8.8
1978 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
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	2.8	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	2.7	9.4	0.9	3.1	3.4	10.4
October	36.5	1.3	2.2	4.1	11.9	2.8	8.7	0.8	2.5	2.7	8.9

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool 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
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	104.3	1 806.1	86.9	260.3	547.3	780.1
1977 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
July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
1978 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
July	4 194.0	41.1	87.0	160.5	544.0	35.5	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	36.0	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	32.8	594.7	27.8	86.2	163.2	248.1
October	3 298.8	35.3	80.1	126.4	445.0	36.9	488.8	22.9	67.0	116.9	202.2

Cargo Taken Up and Set Down by Airports

Table 7
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East 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
3rd quarter	150.5	1.8	2.0	0.5	10.6	0.5	11.7	0.1	2.8	4.0	5.1
1977 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
July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.5	1.5
1978 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
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.2	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.2	4.2	—	0.8	1.4	1.5
October	54.8	0.9	0.9	0.3	4.0	0.1	4.6	—	0.9	1.4	1.5

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
3rd quarter	2 261.4	1 478.7	40.9	254.8	1 183.2	65.4	18 061.8	12 928.6	71.6
1977 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
July	575.6	351.6	11.8	62.2	277.6	61.1	4 591.8	3 086.6	67.2
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
1978 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
July	774.6	507.0	13.7	86.4	406.9	65.5	6 175.6	4 447.8	72.0
August	770.9	497.3	13.6	82.3	401.5	64.5	6 158.0	4 387.1	71.2
September	715.9	474.4	13.6	86.1	374.8	66.3	5 728.2	4 093.7	71.5
October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.4	3 462.6	62.1

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
3rd quarter	108.9	67.6	0.6	3.0	63.9	62.1	1 133.1	756.4	66.8
1977 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
July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	66.0
1978 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
July	37.4	23.4	0.2	1.0	22.2	62.6	388.9	262.8	67.6
August	36.3	22.2	0.2	1.0	20.9	61.1	379.4	248.3	65.4
September	35.2	22.0	0.2	1.0	20.8	62.6	364.8	245.3	67.2
October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2

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
3rd quarter	2 152.6	1 411.1	40.1	251.8	1 119.2	65.6	16 928.7	12 172.2	71.9
1977 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
July	539.0	328.5	11.6	61.3	255.7	60.9	4 202.3	2 826.9	67.3
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
1978 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
July	737.2	483.6	13.5	85.4	384.7	65.6	5 786.7	4 185.0	72.3
August	734.7	475.1	13.3	81.3	380.5	64.7	5 778.6	4 138.8	71.6
September	680.7	452.4	13.3	85.1	354.0	66.5	5 363.4	3 848.4	71.8
October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.6	3 238.3	61.9

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1976 1st quarter	558.3	27.4	164.8	8.1	60.8	3.0	332.7	16.4
2nd quarter	803.6	31.9	333.0	13.2	166.8	6.6	304.0	12.1
3rd quarter	1 033.2	36.3	425.6	15.0	281.6	9.9	326.0	11.5
4th quarter	730.2	31.4	222.2	9.6	122.4	5.3	385.6	16.6
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
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
3rd quarter	1 167.1	34.0	426.3	12.4	252.5	7.4	488.2	14.2
1977 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
July	408.1	41.5	141.8	14.4	121.5	12.4	144.8	14.7
August	410.8	41.5	137.6	13.9	121.1	12.2	150.0	15.1
September	378.5	35.7	127.9	12.0	106.4	10.0	144.2	13.6
October	332.4	36.3	104.7	11.4	59.7	6.5	168.1	18.4
1978 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
July	392.9	33.7	142.0	12.2	88.0	7.5	162.8	13.9
August	404.5	34.4	144.6	12.3	89.8	7.6	170.1	14.5
September	369.7	34.1	139.7	12.9	74.7	6.9	155.3	14.3
October	328.1	31.8	111.1	10.8	38.6	3.7	178.4	17.3

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
	3rd quarter	4 899.3	4 599.0	93.9	2 805.7	23 261	36 790	1 582	1 639
1977	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
	July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
	August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
	September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
	October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
1978	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
	July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
	August	1 656.7	1 577.9	95.2	949.5	7 777	12 393	1 594	1 662
	September	1 608.7	1 522.7	94.7	933.7	7 676	12 103	1 576	1 631
	October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672

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
3rd quarter	2 551.8	2 178.7	85.4	657.3	5 841	13 007	2 227	3 315
1977 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
July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
October	617.2	510.2	82.7	129.7	1 248	3 141	2 516	3 934
1978 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
July	885.9	734.8	82.9	216.3	1 950	4 391	2 252	3 397
August	910.6	796.8	87.5	246.5	2 109	4 664	2 211	3 232
September	755.3	647.1	85.7	194.5	1 782	3 952	2 217	3 327
October	408.6	321.6	78.7	101.8	1 224	2 437	2 168	3 159

UK Passenger Movement by Air^(a) for October 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	4 848	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 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	7 761	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	900	116	285
October	2 064	73	51	235	215	89	152	141	174	41	45	43	25	486	42	109
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	661	422	529	118	151	127	97	1 509	147	347
3rd quarter	8 850	229	188	861	858	526	847	655	562	166	168	167	169	2 173	158	401
October	2 361	81	54	270	257	123	163	139	183	48	43	48	28	578	45	122
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	196	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	2 611	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	190	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 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
October	30	113	819	26	121	27	5	16	36	37	16	23	8	407	23	73
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
3rd quarter	188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232
October	47	133	934	34	109	28	5	19	50	44	19	29	10	477	26	83

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.

Aircraft Movements October 1978

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
. Gatwick	11 555	9 036	1	902	—	141	14	—	1 399	—	62
+ Heathrow	25 790	23 745	—	6	—	36	395	—	1 542	6	60
+ Luton	5 351	1 667	—	380	9	479	22	980	1 792	—	22
+ Southend	5 579	1 298	—	—	—	155	—	2 688	1 420	18	—
+ Stansted	2 799	454	—	105	4	1 088	8	27	1 005	100	8
Total (London Area)	51 074	36 200	1	1 393	13	1 899	439	3 695	7 158	124	152
Westland Heliport (Battersea)	872	258	—	258	—	—	—	—	210	—	146
Other UK Airports											
+ Aberdeen	9 028	5 107	—	1 116	—	1 028	26	1 690	43	—	18
+ Belfast	6 109	1 939	—	135	98	30	—	1 552	478	—	1 877
Benbecula	305	213	—	—	28	3	14	—	11	—	36
+ Birmingham	6 002	2 564	—	119	12	130	41	1 498	1 594	18	26
+ Blackpool	7 522	477	342	87	27	454	2	5 259	820	2	52
+ Bournemouth	5 496	766	34	99	—	1 075	2	2 160	1 324	—	36
+ Bristol	2 631	556	2	57	—	6	18	1 460	520	—	12
+ Cambridge	4 235	147	—	43	15	123	4	1 814	397	—	1 692
+ Cardiff	3 235	752	—	78	—	202	—	1 865	326	—	12
+ Coventry	5 001	46	—	24	—	438	—	3 344	1 149	—	—
+ East Midlands	4 834	1 158	—	210	25	547	49	1 628	1 172	6	39
+ Edinburgh	3 087	1 977	—	44	—	113	62	—	681	8	202
+ Exeter	4 107	503	—	10	119	106	117	2 022	596	—	634
+ Glasgow	7 704	4 100	—	107	—	82	141	1 395	1 116	9	754
Gloucester/Cheltenham	3 269	97	22	—	150	726	—	1 488	730	—	56
Hawarden	1 706	88	—	—	—	64	—	1 342	196	—	16
Humberside	2 329	522	—	140	21	73	6	1 383	184	—	—
Inverness	2 934	609	—	37	398	961	—	836	87	2	4
Islay	184	132	—	—	26	—	—	—	20	4	2
+ Isle of Man	2 248	754	—	45	154	519	17	606	89	2	62
Isles of Scilly	351	318	—	—	12	—	—	—	17	—	4
+ Kirkwall	1 428	1 063	—	145	105	6	1	86	20	2	—
+ Leeds/Bradford	4 402	972	6	29	76	110	32	2 082	1 055	20	20
+ Liverpool	5 099	817	—	162	14	426	22	2 673	900	4	81
+ Lydd	3 849	329	—	—	—	56	—	2 430	950	—	84
+ Manchester	6 920	4 672	—	427	33	98	304	769	604	—	13
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 769	1 479	64	85	14	120	4	1 275	632	—	96
+ Norwich	2 500	937	—	45	26	783	128	—	575	—	6
Penzance Heliport	326	296	—	—	16	10	4	—	—	—	—
+ Prestwick	3 024	701	—	34	—	665	16	868	246	—	494
+ Southampton	4 521	1 020	—	113	20	2 514	13	257	570	—	14
Stornoway	436	326	—	37	2	—	6	21	14	2	28
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	677	88	—	24	42	28	—	221	260	—	14
+ Tees-side	4 035	1 162	—	138	16	444	34	1 444	597	—	200
Tiree	68	62	—	2	—	—	—	2	—	—	2
Wick	555	398	—	9	2	—	5	123	6	—	12
Total (Incl. London Area)	175 872	73 605	471	5 252	1 464	13 839	1 507	47 288	25 347	203	6 896
Channel Islands Airports											
Alderney	763	763	..	..	..	..	..	..	..	..	..
Guernsey	3 131	3 131	..	..	..	..	..	..	..	..	..
Jersey	6 086	4 986	..	..	..	..	..	..	1 070	..	30
Total (Channel Islands Airports)	9 980	8 880	..	..	..	..	..	..	1 070	..	30

Air Transport Movements by Type and Nationality of Operator for October 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	9 036	338	4 024	381	466	3 011	816
+ Heathrow	23 745	11 088	1 418	11 210	9	13	7
+ Luton	1 667	—	12	3	2	1 403	247
+ Southend	1 298	—	780	—	—	503	15
+ Stansted	454	3	3	18	5	140	285
TOTAL (London Area)	36 200	11 429	6 237	11 612	482	5 070	1 370
Westland Heliport (Battersea)	258	—	—	—	—	258	—
Other UK Airports							
+Aberdeen	5 107	922	514	—	785	2 794	92
+ Belfast	1 939	1 278	467	41	—	122	31
Benbecula	213	54	159	—	—	—	—
+ Birmingham	2 564	851	813	193	5	563	139
+Blackpool	477	—	332	—	—	142	3
+Bournemouth	766	2	657	1	—	101	5
Bristol	556	218	146	34	—	83	75
+Cambridge	147	—	46	—	4	43	54
+ Cardiff	752	174	402	35	—	69	72
+ Coventry	46	—	—	—	—	43	3
+ East Midlands	1 158	3	655	2	7	449	42
+Edinburgh	1 977	917	815	62	2	149	32
+Exeter	503	—	483	—	—	11	9
+ Glasgow	4 100	1 591	1 048	413	33	907	108
Gloucester/Cheltenham	97	—	59	—	—	38	—
Hawarden	88	—	88	—	—	—	—
Humberside	522	—	421	—	—	95	6
Inverness	609	306	199	—	2	102	—
Islay	132	—	102	—	—	30	—
+ Isle of Man	754	357	396	—	1	—	—
Isles of Scilly	318	296	22	—	—	—	—
+ Kirkwall	1 063	194	502	—	56	309	2
+Leeds/Bradford	972	322	495	24	—	126	5
+ Liverpool	817	398	60	65	2	260	32
+ Lydd	329	—	329	—	—	—	—
+ Manchester	4 672	1 791	427	860	56	1 294	244
Manston	..	..	..	..	..	..	..
+ Newcastle	1 479	314	822	—	16	220	107
Norwich	937	—	739	—	—	185	13
Penzance Heliport	296	296	—	—	—	—	—
+ Prestwick	701	325	12	178	11	53	122
+Southampton	1 020	112	808	—	—	65	35
Stornoway	326	104	135	4	—	79	4
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	88	—	68	—	—	12	8
+Tees-side	1 162	—	678	—	—	443	41
Tiree	62	—	56	—	—	6	—
Wick	398	102	252	—	—	44	—
TOTAL (Incl. London Area)	73 605	22 356	19 444	13 524	1 462	14 165	2 654
Channel Islands Airports							
Alderney	763	—	732	—	—	31	—
Guernsey	3 131	186	2 539	78	—	322	6
Jersey	4 986	789	3 642	22	5	364	164
TOTAL (Channel Islands Airports)	8 880	975	6 913	100	5	717	170

Air Transport Movements October 1978

Table 13

Comparison with a Year Earlier

	International				Domestic				1978				1977				Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Total Aircraft	Passenger	Scheduled Aircraft	Cargo	Total Aircraft	Passenger	Aircraft
London Area Airports																		
+Gatwick	2 308	127	3 964	205	2 121	187	58	66	8 451	585	6 338	652	33.3	—10.3	—	—	—	—
+Heathrow	17 180	1 214	8	19	5 262	60	1	1	22 451	1 294	17 305	1 267	29.7	2.1	—	—	—	—
+Luton	2	3	1 578	22	10	—	46	6	1 636	31	1 732	48	-5.5	-35.4	—	—	—	—
+Southend	730	—	225	—	50	—	293	—	1 298	—	1 320	—	-1.7	—	—	—	—	—
+Stansted	21	—	289	115	3	—	8	18	321	133	333	90	-3.6	47.8	—	—	—	—
TOTAL (London Area)	20 241	1 344	6 064	361	7 446	247	406	91	34 157	2 043	27 028	2 057	26.4	-0.7	—	—	—	—
Westland Heliport (Battersea)	—	—	—	—	—	—	258	—	258	—	201	—	28.4	—	—	—	—	—
Other UK Airports																		
+Aberdeen	224	—	1 790	46	1 211	1	1 780	55	5 005	102	4 038	70	23.9	45.7	—	—	—	—
+Belfast	42	2	41	3	1 622	120	1	108	1 706	233	1 536	250	11.1	-6.8	—	—	—	—
+Benbecula	—	—	—	—	213	—	—	—	213	—	197	1	8.1	—	—	—	—	—
+Birmingham	607	—	582	4	1 248	2	121	—	2 558	6	1 780	3	43.7	—	—	—	—	—
+Blackpool	48	—	17	—	240	44	52	76	357	120	370	67	-3.5	79.1	—	—	—	—
+Bournemouth	7	—	51	1	451	202	35	19	544	222	627	159	-13.2	39.6	—	—	—	—
+Bristol	162	—	135	—	236	—	23	—	556	—	410	1	35.6	—	—	—	—	—
+Cambridge	—	—	81	—	46	—	20	—	147	—	146	1	0.7	—	—	—	—	—
+Cardiff	241	—	139	—	370	—	2	—	752	—	551	2	36.5	—	—	—	—	—
+Coventry	—	—	36	3	—	—	7	—	43	3	36	8	19.4	-62.5	—	—	—	—
+East Midlands	262	32	344	41	364	2	91	22	1 061	97	987	108	7.5	-10.2	—	—	—	—
+Edinburgh	400	—	95	—	1 360	34	73	15	1 928	49	1 434	35	34.4	40.0	—	—	—	—
+Exeter	157	—	16	3	326	—	1	—	500	3	246	—	—	—	—	—	—	—
+Glasgow	566	117	338	4	2 276	93	704	2	3 884	216	2 820	223	37.7	-3.1	—	—	—	—
+Gloucester/Cheltenham	—	—	—	—	59	—	38	—	97	—	87	—	11.5	—	—	—	—	—
+Hawarden	—	—	—	—	88	—	—	—	88	—	—	—	—	—	—	—	—	—
+Humberside	44	—	31	1	376	1	69	—	520	2	312	1	66.7	—	—	—	—	—
+Inverness	—	—	49	—	505	—	55	—	609	—	678	—	-10.2	—	—	—	—	—
+Islay	—	—	—	—	102	—	30	—	132	—	128	—	3.1	—	—	—	—	—
+Isle of Man	42	—	—	—	681	30	1	—	724	30	670	34	8.1	-11.8	—	—	—	—
+Isles of Scilly	—	—	—	—	318	—	—	—	318	—	352	—	-9.7	—	—	—	—	—
+Kirkwall	—	—	27	—	696	—	339	1	1 062	1	928	6	14.4	—	—	—	—	—
+Leeds/Bradford	212	—	53	1	629	—	76	1	970	2	556	2	74.5	—	—	—	—	—
+Liverpool	131	—	38	28	392	—	131	97	692	125	593	113	16.7	10.6	—	—	—	—
+Lydd	159	170	—	—	—	—	—	—	159	170	188	180	-15.4	-5.6	—	—	—	—
+Manchester	1 406	273	1 426	66	1 398	1	78	24	4 308	364	3 682	348	17.0	4.6	—	—	—	—
+Manston	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	169	—	—	—	—	—	—	—
+Newcastle	352	—	253	1	761	23	57	32	1 423	56	948	1	50.1	—	—	—	—	—
+Norwich	244	—	76	2	494	1	120	—	934	3	835	3	11.9	—	—	—	—	—
+Penzance Heliport	—	—	—	—	296	—	—	—	296	—	292	—	1.4	—	—	—	—	—
+Prestwick	186	93	115	10	210	26	61	—	572	129	535	128	6.9	0.8	—	—	—	—
+Southampton	192	—	36	32	726	2	32	—	986	34	890	12	10.8	—	—	—	—	—
+Stornoway	3	—	4	1	240	—	76	2	323	3	258	2	25.2	50.0	—	—	—	—
+Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	1 988	29	—	—	—	—	—	—
+Swansea	—	—	7	—	68	—	13	—	88	—	36	—	—	—	—	—	—	—
+Tees-side	50	—	226	1	628	—	256	1	1 160	2	785	1	47.8	—	—	—	—	—
+Tiree	—	—	—	—	55	1	6	—	61	1	52	4	17.3	-75.0	—	—	—	—
+Wick	—	—	—	—	353	1	42	2	395	3	363	5	8.8	-40.0	—	—	—	—
TOTAL (Incl. London Area)	25 978	2 031	12 070	609	26 484	831	5 054	548	69 586	4 019	57 732	3 854	20.5	-0.1	—	—	—	—
Channel Islands Airports																		
+Alderney	—	—	—	—	—	—	—	—	763	—	725	—	5.2	—	—	—	—	—
+Guernsey	—	—	—	—	—	—	—	—	3 131	—	2 886	—	8.5	—	—	—	—	—
+Jersey	—	—	—	—	—	—	—	—	4 986	—	5 197	—	-4.1	—	—	—	—	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	8 880	—	8 808	—	0.8	—	—	—	—	—

xx Not Supplied

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

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																														Table 1		
		Date of diversions																																
Gatwick	168	1Bo		7Lu 19He 1St 7Bo	1Lu 1He			3He 3Bo		2He	1Ma		6Lu 12He 1St	17Ma 2Em 4He 4Pr 1Gl 3Bi	7Ma 2Lu 14He 3Bo 3Bi	3Ma								1Lu					1Ma	10Lu 7He 1Pr 1Bi	5Ma 3Lu 1He 1Pr 1St 4Bo 1Bi	1Ma 1Pr	1He	
Heathrow	103			1St				1Pr				1St	2Ma	20Ma 1Em 15Pr 3Gl 5Ga 1St 1Bi	4Ma	1Ma			1St				1St			1Ma	1Ga		1Ma	6Ma 4Lu 4Pr 2Gl 7St 1Bi	1Ma 3Lu 2Pr 10Ga 1St	1St		
Luton	35							2Em			1Bi		2Em	10Em 3He 1St 1Bi	6Em 1Gl 3Bi	4Em															1Hu			
Southend	4												1St	1Em 1He 1Bi	1Lu 1Em	1Lu														2St				
Stansted	5													1Em 1He 1Bi	1Em 1Lu																			
Aberdeen	18									1Ed	8Ed 1Ki 3In			5Ed																				
Benbecula	1																															1Sw		
Birmingham	3													1Em 1Br																2Em				
Bournemouth	1														2Bi								1No											
Bristol	3													1Lu																				
Cambridge	1																																	
Gloucester/Cheltenham	1															1Br																		
East Midlands	2													1Pr		1Bi																		
Edinburgh	1																												1No					
Glasgow	3									1Pr		1Bi				1Pr																		
Islay	1																												1Gl					
Leeds	11												1Te		1Em 6Te 1Gl 2Li 1Bi 1Gl 2Te	2Em 1Te																		
Manchester	11																													1Em 4Li 2Bi				
Newcastle	4														1Bi																			
Norwich	3												3St																					
Southampton	3																																	
Sumburgh	13						1Ki					1Ki						1Bo								4Ki			2Gl	4Ki	1Bo		1Gl	1Bo
Other Internal	6									2Ex				1Pr					1Bo										1Ki		1Bo			
Overseas	21		1He	1Em 1He				1He 1Sw	2He		1He 1Ki	1Lu 1Sw		1Gl 2He 1Ed					1He	1Lu							1He 1Ga			1Pr		1Ga		
All Aerodromes	422	1	1	37	2	—	1	11	3	5	18	4	27	120	52	14	1	—	3	2	2	—	—	4	3	3	4	34	43	22	4	1		

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator October 1978

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Overseas operators		United Kingdom operators		Others		Overseas operators	
				British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others		
London Area Airports															
+Gatwick	695 984	683 572	12 412	11 482	1 430	181 536	104	33 528	703	76 288	—	288 405	2 234	92 333	7 941
+Heathrow	2 429 579	2 394 835	34 744	1 167 234	41	34 871	—	1 191 753	34 703	708	—	46	—	223	—
+Luton	168 855	168 641	214	—	—	601	—	—	—	118	—	142 936	116	24 986	98
+Southend	18 288	18 288	—	—	—	17 536	—	—	—	—	—	384	—	368	—
+Stansted	33 254	32 826	428	771	—	60	—	1 184	218	222	123	477	87	30 112	—
TOTAL (London Area)	3 345 960	3 298 162	47 798	1 179 487	1 471	234 604	104	1 226 465	35 624	77 336	123	432 248	2 437	148 022	8 039
Westland Heliport (Battersea)	654	654	—	—	—	—	—	—	—	—	—	654	—	—	—
Other UK Airports															
+Aberdeen	108 908	107 768	1 140	44 687	687	12 451	54	—	—	8 566	—	39 992	399	2 072	—
+Belfast	94 415	94 226	189	75 894	12	13 310	2	1 091	—	—	—	584	—	3 347	175
Benbecula	2 156	2 100	56	1 321	—	779	56	—	—	—	—	—	—	—	—
+Birmingham	133 585	129 063	4 522	41 292	688	16 757	3 193	9 946	468	174	84	50 998	—	9 896	89
+Blackpool	8 864	8 848	16	—	—	8 492	10	—	—	—	—	346	6	10	—
+Bournemouth	22 069	21 555	514	109	—	16 377	74	—	—	—	—	5 057	440	12	—
+Bristol	22 922	20 500	2 422	4 338	1 949	2 235	458	1 741	15	—	—	5 361	—	6 825	—
+Cambridge	3 725	3 725	—	—	—	2 898	—	—	—	265	—	148	—	414	—
+Cardiff	25 766	22 706	3 060	5 167	753	2 974	1 744	764	563	—	—	6 916	—	6 885	—
+Coventry	250	250	—	—	—	—	—	—	—	—	—	237	—	13	—
+East Midlands	61 245	61 224	21	203	—	23 609	5	21	16	576	—	33 138	—	3 677	—
+Edinburgh	106 270	104 622	1 648	70 122	70	21 391	1 499	3 676	67	164	—	7 334	12	1 935	—
+Exeter	9 636	9 075	561	—	—	7 661	561	—	—	—	—	744	—	670	—
+Glasgow	206 927	203 976	2 951	105 991	286	29 880	—	14 885	2 258	2 424	—	38 501	407	12 295	—
Gloucester/Cheltenham	1 502	1 502	—	—	—	1 350	—	—	—	—	—	152	—	—	—
Hawarden	419	419	—	—	—	419	—	—	—	—	—	—	—	—	—
Humberside	3 906	3 906	—	—	—	3 435	—	—	—	—	—	378	—	93	—
Inverness	13 895	12 623	1 272	10 538	1 272	1 417	—	—	—	140	—	528	—	—	—
Islay	1 090	1 090	—	—	—	1 036	—	—	—	—	—	54	—	—	—
+Isle of Man	24 062	22 669	1 393	14 008	616	8 628	777	—	—	33	—	—	—	—	—
Isles of Scilly	7 261	7 261	—	7 103	—	158	—	—	—	—	—	—	—	—	—
+Kirkwall	13 746	12 303	1 443	4 615	1 179	2 657	—	—	—	1 226	117	3 788	147	17	—
+Leeds/Bradford	31 326	29 043	2 283	14 157	—	8 347	2 268	1 205	—	—	—	5 245	15	89	—
+Liverpool	25 931	25 807	124	17 324	121	1 661	—	3 636	—	86	—	2 467	3	633	—
+Lydd	6 322	6 322	—	—	—	6 322	—	—	—	—	—	—	—	—	—
+Manchester	331 943	324 419	7 524	118 798	516	12 045	1 434	33 363	1 839	7 308	42	131 375	1 759	21 530	1 934
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	72 174	66 980	5 194	23 588	—	16 975	5 116	—	—	1 690	—	15 215	4	9 512	74
+Norwich	15 198	15 198	—	—	—	13 166	—	—	—	—	—	1 948	—	84	—
Penzance Heliport	7 103	7 103	—	7 103	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	54 814	28 601	26 213	14 916	8 863	101	448	2 890	7 778	147	—	2 289	1 851	8 258	7 273
+Southampton	29 031	29 021	10	5 955	—	22 159	4	—	—	—	—	536	3	371	3
Stornoway	5 622	5 482	140	4 233	—	814	—	—	140	—	—	406	—	29	—
+Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	275	224	51	—	—	72	50	—	—	—	—	47	1	105	—
+Tees-side	28 118	26 480	1 638	—	—	18 647	1 531	—	—	—	—	4 683	48	3 150	59
Tiree	324	302	22	—	—	294	19	—	—	—	—	8	3	—	—
Wick	4 118	2 959	1 159	1 387	1 156	1 436	—	—	—	—	—	136	3	—	—
TOTAL (Incl. London Area)	4 831 532	4 718 168	113 364	1 772 336	19 639	514 557	19 407	1 299 683	48 768	100 135	366	791 513	7 538	239 944	17 646
Channel Islands Airports															
Alderney	5 662	5 660	2	—	—	5 593	2	—	—	—	—	67	—	—	—
Guernsey	52 204	48 270	3 934	9 911	10	35 893	3 779	1 107	—	—	—	1 121	145	238	—
Jersey	150 153	148 271	1 882	49 688	74	89 007	1 797	1 403	—	264	—	1 981	11	5 928	—
TOTAL (Channel Is. Airports)	208 019	202 201	5 818	59 599	84	130 493	5 578	2 510	—	264	—	3 169	156	6 166	—

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

xx Not supplied.

Terminal Air Passengers for October 1978

Table 16

Comparison with a Year Earlier

	1978	1977	Percentage change
London Area Airports			
+ Gatwick	683 572	579 293	18.0
+ Heathrow	2 394 835	1 950 478	22.8
+ Luton	168 641	162 061	4.1
+ Southend	18 288	21 211	-13.8
+ Stansted	32 826	31 993	2.6
TOTAL (London Area)	3 298 162	2 745 036	20.2
Westland Heliport (Battersea)	654	549	19.1
Other UK Airports			
+ Aberdeen	107 768	75 605	42.5
+ Belfast	94 226	80 474	17.1
Benbecula	2 100	2 116	-0.8
+ Birmingham	129 063	96 727	33.4
+ Blackpool	8 848	8 858	-0.1
+ Bournemouth	21 555	22 923	-6.0
+ Bristol	20 500	14 959	37.0
+ Cambridge	3 725	2 763	34.8
+ Cardiff	22 706	21 313	6.5
+ Coventry	250	99	—
+ East Midlands	61 224	48 517	26.2
+ Edinburgh	104 622	72 577	44.2
+ Exeter	9 075	6 803	33.4
+ Glasgow	203 976	143 142	42.5
Gloucester/Cheltenham	1 502	1 853	-18.9
Hawarden	419	—	—
Humberside	3 906	3 451	13.2
Inverness	12 623	12 027	5.0
Islay	1 090	901	21.0
+ Isle of Man	22 669	22 110	2.5
Isles of Scilly	7 261	7 058	2.9
+ Kirkwall	12 303	9 052	35.9
+ Leeds/Bradford	29 043	13 019	—
+ Liverpool	25 807	22 746	13.5
+ Lydd	6 322	7 151	-11.6
+ Manchester	324 419	257 683	25.9
+ Manston	..	452	—
+ Newcastle	66 980	42 532	57.5
+ Norwich	15 198	15 819	-3.9
Penzance Heliport	7 103	6 819	4.2
+ Prestwick	28 601	26 297	8.8
+ Southampton	29 021	26 867	8.0
Stornoway	5 482	4 062	35.0
+ Sumburgh	xx	37 090	—
Swansea	224	478	-53.1
+ Tees-side	26 480	17 790	48.8
Tiree	302	190	58.9
Wick	2 959	2 355	25.6
TOTAL (Incl. London Area)	4 718 168	3 880 263	21.6
Channel Islands Airports			
Alderney	5 660	5 839	-3.1
Guernsey	48 270	43 040	12.2
Jersey	148 271	145 280	2.1
TOTAL (Channel Islands Airports)	202 201	194 159	4.1

xx Not supplied.

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

International and Domestic Passenger Traffic for October 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	683 572	612 051	509 499	20	71 521	69 794	2
+ Heathrow	2 394 835	2 046 100	1 791 558	14	348 735	158 920	—
+ Luton	168 641	167 704	160 096	5	937	1 965	-52
+ Southend	18 288	15 631	21 044(a)	-26	2 657	167	—
+ Stansted	32 826	32 529	31 905	2	297	88	—
TOTAL (London Area)	3 298 162	2 874 015	2 514 102	14	424 147	230 934	84
Westland Heliport (Battersea)	654	—	—	—	654	549	19
Other UK Airports							
+ Aberdeen	107 768	25 581	29 636	-14	82 187	45 969	79
+ Belfast	94 226	5 033	4 508	12	89 193	75 966	17
Benbecula	2 100	—	—	—	2 100	2 116	-1
+ Birmingham	129 063	89 658	68 159	32	39 405	28 568	38
+ Blackpool	8 848	926	889	4	7 922	7 969	-1
+ Bournemouth	21 555	5 380	8 353	-36	16 175	14 570	11
+ Bristol	20 500	16 548	11 600	43	3 952	3 359	18
+ Cambridge	3 725	512	421	22	2 213	2 342	37
+ Cardiff	22 706	16 450	14 915	10	6 256	6 398	-2
+ Coventry	250	210	32	—	40	67	-40
+ East Midlands	61 224	44 038	32 563	35	17 186	15 954	8
+ Edinburgh	104 622	18 004	15 867	13	86 618	56 710	53
+ Exeter	9 075	2 924	1 610	82	6 151	5 193	18
+ Glasgow	203 976	58 483	50 638	15	145 493	92 504	57
Gloucester/Cheltenham	1 502	—	—	—	1 502	1 853	-19
Hawarden	419	—	—	—	419	—	—
Humberside	3 906	1 238	1 440	-14	2 668	2 011	33
Inverness	12 623	353	375	-6	12 270	11 652	5
Islay	1 090	—	—	—	1 090	901	21
+ Isle of Man	22 669	801	825	-3	21 868	21 285	3
Isles of Scilly	7 261	—	—	—	7 261	7 058	3
+ Kirkwall	12 303	298	722	-59	12 005	8 330	44
+ Leeds/Bradford	29 043	10 468	6 818	54	18 575	6 201	—
+ Liverpool	25 807	8 196	10 265	-20	17 611	12 481	41
+ Lydd	6 322	6 322	7 151	-12	—	—	—
+ Manchester	324 419	239 161	213 284	12	85 258	44 399	92
+ Manston	..	..	452	—	..	—	—
+ Newcastle	66 980	34 752	30 670	13	32 228	11 862	—
+ Norwich	15 198	7 115	8 225	-13	8 083	7 594	6
Penzance	7 103	—	—	—	7 103	6 819	4
+ Prestwick	28 601	26 870	25 262	6	1 731	1 035	67
+ Southampton	29 021	3 835	1 094	—	25 186	25 773	-2
Stornoway	5 482	29	8	—	5 453	4 054	35
+ Sumburgh	xx	xx	14 628	—	xx	22 462	—
Swansea	224	28	9	—	196	469	-58
+ Tees-side	26 480	7 098	2 379	—	19 382	15 411	26
Tiree	302	—	—	—	302	190	59
Wick	2 959	—	—	—	2 959	2 355	26
TOTAL (Incl. London Area)	4 718 168	3 504 326	3 076 900	14	1 213 842	803 363	51

(a) Includes Channel Islands Traffic.

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

xx Not supplied.

International Air Passenger Traffic to and from Airports for October 1978

Table 18

Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	20 895	14 516	6 379	25 427	12 735	12 692	-18
London – Vienna	16 514	12 771	3 743	16 035	11 865	4 170	3
Other Routes	4 381	1 745	2 636	9 392	870	8 522	-53
Belgium	80 857	78 696	2 161	72 763	70 077	2 686	11
London – Brussels	56 377	56 100	277	48 084	47 792	292	17
Other S.E. England – Belgium	15 624	14 912	712	16 082	14 959	1 123	-3
Other Routes	8 856	7 684	1 172	8 597	7 326	1 271	3
Denmark	53 828	41 524	12 304	51 478	36 064	15 414	5
London – Copenhagen	38 369	32 893	5 476	37 219	29 368	7 851	3
Other Routes	15 459	8 631	6 828	14 259	6 696	7 563	8
Finland	9 380	9 373	7	9 569	9 419	150	-2
France	269 959	257 817	12 142	235 275	220 568	14 707	15
London – Nice	15 440	15 364	76	12 929	12 726	203	19
– Paris	186 433	181 476	4 957	164 153	157 426	6 727	14
– N. France (a)	8 346	7 799	547	7 668	7 267	401	9
– Other France	24 133	22 034	2 099	18 340	15 516	2 824	32
Manchester – Paris	8 813	8 785	28	8 518	8 425	93	3
Other U.K. – Paris	14 119	12 436	1 683	10 575	8 417	2 158	34
Luton – Other France	798	—	798	454	—	454	76
Other S.E. England – France	8 098	8 050	48	9 380	9 335	45	-14
Other Routes	3 779	1 873	1 906	3 258	1 456	1 802	16
Germany (Fed. Republic)	241 057	192 448	48 609	197 995	153 114	44 881	22
London – Dusseldorf	37 563	32 780	4 783	22 361	20 109	2 252	68
– Frankfurt	65 213	57 964	7 249	66 244	57 870	8 374	-2
– Hamburg	29 652	25 729	3 923	23 384	18 159	5 225	27
– Munich	26 080	19 651	6 429	21 575	15 611	5 964	21
– Other Germany	50 370	43 576	6 794	34 623	29 604	5 019	45
Luton – Germany	15 543	—	15 543	14 583	—	14 583	7
Manchester – Germany	10 249	8 695	1 554	9 583	8 205	1 378	7
Other Routes	6 387	4 053	2 334	5 642	3 556	2 086	13
Gibraltar	7 609	4 861	2 748	6 243	4 732	1 511	22
Greece	122 894	43 199	79 695	88 998	36 629	52 369	38
Iceland	3 832	3 815	17	3 300	3 005	295	16
London – Reykjavik	2 473	2 473	—	1 947	1 947	—	27
Glasgow – Reykjavik	1 359	1 342	17	1 058	1 058	—	28
Other Routes	—	—	—	295	—	295	—

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	175 565	173 988	1 577	144 600	143 019	1 581	21
London – Cork	14 254	13 901	353	11 690	11 516	174	22
– Dublin	87 637	87 337	300	66 173	65 632	541	32
– Shannon	12 746	12 746	—	10 509	10 509	—	21
Manchester – Dublin	14 344	14 277	67	12 718	12 693	25	13
Birmingham – Dublin	12 405	12 376	29	11 424	11 278	146	9
Glasgow – Dublin	9 019	9 019	—	8 726	8 726	—	3
Liverpool – Dublin	5 686	5 670	16	6 119	6 119	—	-7
Leeds/Bradford – Dublin	2 520	2 496	24	1 967	1 967	—	28
Edinburgh – Dublin	3 676	3 676	—	2 998	2 998	—	23
Bristol – Dublin	2 700	2 696	4	2 347	2 347	—	15
Other Routes	10 578	9 794	784	9 929	9 234	695	7
Italy	162 931	85 744	77 187	152 135	82 077	70 058	7
London – Genoa (g)	89	—	89	690	—	690	-87
– Milan	36 023	30 640	5 383	34 405	29 247	5 158	5
– Rimini (g)	1 040	—	1 040	982	—	982	6
– Rome	38 595	31 466	7 129	41 898	33 175	8 723	-8
– Venice	10 408	4 242	6 166	11 882	4 203	7 679	-12
– Other Italy	25 695	14 474	11 221	22 162	11 710	10 452	16
Luton – Rimini	3 543	—	3 543	1 586	—	1 586	—
– Other Italy	30 497	—	30 497	25 409	—	25 409	20
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	6 281	—	6 281	5 138	—	5 138	22
Other Routes	10 760	4 922	5 838	7 983	3 742	4 241	35
Luxembourg	6 309	6 206	103	6 955	5 737	1 218	-9
London – Luxembourg	6 206	6 206	—	6 513	5 729	784	-5
Other Routes	103	—	103	442	8	434	-77
Netherlands	182 839	179 874	2 965	174 395	170 654	3 741	5
London – Amsterdam	107 036	106 142	894	100 870	99 549	1 321	6
– Rotterdam	19 941	19 732	209	11 696	11 696	—	70
Other S.E. England – Netherlands	8 838	8 497	341	11 347	10 614	733	-22
Manchester – Amsterdam	10 336	10 208	128	12 660	12 442	218	-18
Other Routes	36 688	35 295	1 393	37 822	36 353	1 469	-3
Norway	43 286	33 954	9 332	45 313	31 460	13 853	-4
London – Oslo	23 237	18 903	4 334	20 608	15 601	5 007	13
Other Routes	20 049	15 051	4 998	24 705	15 859	8 846	-19
Portugal	48 120	26 732	21 388	43 196	22 244	20 952	11
London – Lisbon	20 623	17 620	3 003	16 743	13 581	3 162	23
Other Routes	27 497	9 112	18 385	26 453	8 663	17 790	4
Soviet Union and Eastern Europe (b)	27 797	24 121	3 676	24 304	21 083	3 221	14
London – Moscow	7 288	6 982	306	7 595	7 127	468	-4
– Prague	2 385	2 385	—	2 438	2 438	—	-2
Other Routes	18 124	14 754	3 370	14 271	11 518	2 753	27

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	577 947	113 696	464 251	485 516	101 751	383 765	19
London – Barcelona	22 828	17 464	5 364	20 302	14 455	5 847	12
– Ibiza	16 461	2 669	13 792	10 565	1 231	9 334	56
– Madrid	44 264	40 010	4 254	37 752	33 446	4 306	17
– Malaga	37 776	15 420	22 356	34 198	16 522	17 676	10
– Palma	70 882	14 431	56 451	58 063	15 975	42 088	22
– Other Spain	70 966	22 040	48 926	56 045	18 836	37 209	27
Luton – Alicante	9 274	—	9 274	8 214	—	8 214	13
– Barcelona	1 466	—	1 466	2 300	—	2 300	–36
– Gerona	5 961	—	5 961	6 655	—	6 655	–10
– Ibiza	6 253	—	6 253	6 990	—	6 990	–11
– Palma	16 461	—	16 461	17 490	—	17 490	–6
– Other Spain	15 441	—	15 441	11 157	—	11 157	38
Other S.E. England – Spain	—	—	—	226	—	226	—
Manchester – Barcelona	3 549	—	3 549	3 566	—	3 566	—
– Palma	33 296	—	33 296	31 691	—	31 691	5
Other N. England – Spain	87 218	468	86 750	75 806	522	75 284	15
Scotland – Spain	36 040	610	35 430	32 322	228	32 094	12
Other Routes	99 811	584	99 227	72 174	536	71 638	38
Sweden	44 816	27 699	17 117	42 153	21 571	20 582	6
London – Stockholm	27 150	20 004	7 146	22 916	16 288	6 628	18
Other Routes	17 666	7 695	9 971	19 237	5 283	13 954	–8
Switzerland	121 947	89 775	32 172	108 571	70 638	37 933	12
London – Basle	11 297	7 838	3 459	7 051	5 431	1 620	60
– Geneva	41 488	32 448	9 040	34 111	24 311	9 800	22
– Zurich	58 231	41 967	16 264	55 729	33 935	21 794	4
Luton – Switzerland	3 104	—	3 104	3 408	—	3 408	–9
Other Routes	7 827	7 522	305	8 272	6 961	1 311	–5
Yugoslavia	46 969	16 391	30 578	29 696	14 763	14 933	58
London – Dubrovnic	9 878	1 390	8 488	4 783	1 406	3 377	—
– Ljubljana	4 183	2 475	1 708	2 875	1 696	1 179	45
Luton – Yugoslavia	1 550	—	1 550	725	—	725	—
Other Routes	31 358	12 526	18 832	21 313	11 661	9 652	47
Other Europe	110 341	65 223	45 118	91 849	59 419	32 430	20
WESTERN HEMISPHERE							
Canada	108 870	71 574	37 296	121 375	71 613	49 762	–10
London – Montreal	16 263	15 459	804	19 185	18 317	868	–15
– Toronto	36 184	24 908	11 276	38 888	22 735	16 153	–7
– Other Canada	29 899	18 781	11 118	33 166	17 568	15 598	–10
Other U.K. – Montreal	2 528	1 923	605	3 243	2 774	469	–22
– Toronto	18 389	7 837	10 552	21 221	7 767	13 454	–13
Other Routes	5 607	2 666	2 941	5 672	2 452	3 220	–1

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	477 852	438 043	39 809	407 889	324 872	83 017	17
London — New York	161 484	151 263	10 221	176 017	149 222	26 795	-8
— Other East Coast USA	106 639	103 767	2 872	94 468	81 909	12 559	13
— Chicago and Detroit	44 420	41 073	3 347	45 435	32 656	12 779	-2
— West Coast USA	107 186	91 252	15 934	69 082	49 856	19 226	55
— Other USA	38 727	37 946	781	7 736	2 147	5 589	—
Other U.K. — New York	14 947	11 512	3 435	12 486	9 082	3 404	20
Other Routes	4 449	1 230	3 219	2 665	—	2 665	67
West Atlantic and Caribbean Islands	28 396	26 819	1 577	27 282	25 944	1 338	4
Central and South America	11 989	11 989	—	10 296	10 218	78	16
REST OF THE WORLD							
Canary Islands	64 709	3 862	60 847	57 526	4 615	52 911	12
North Africa (c)	33 730	20 145	13 585	28 212	16 298	11 914	20
East Africa (d)	13 394	12 418	976	12 620	11 575	1 045	6
Central Africa (e)	6 345	6 345	—	6 431	6 431	—	-1
West Africa (d)	24 738	24 738	—	21 293	21 247	46	16
South Africa	27 691	27 691	—	22 350	22 350	—	24
Middle East (f)	148 156	144 592	3 564	143 586	141 989	1 597	3
India	26 908	26 908	—	21 538	21 538	—	25
Pakistan	12 075	12 075	—	10 863	10 863	—	11
Far East	74 294	73 025	1 269	56 059	53 353	2 706	33
Australia and New Zealand	34 303	34 303	—	25 951	25 951	—	32
Other Routes n.e.i.	38 695	11 296	27 399	47 597	9 427	38 170	-19
ALL ROUTES	3 491 323	2 435 475	1 055 848	3 060 599	2 069 043	991 556	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.

Domestic Passengers by Main Routes for October 1978

Table 19

Comparison with a Year Earlier

Origin/Destination		1978	1977	Percentage change
London (a)	Aberdeen	26 228	6 478	—
	Belfast	48 663	39 666	22.7
	Birmingham	12 152	5 217	—
	Channel Islands	50 545	45 377	11.4
	Edinburgh	68 865	42 971	60.3
	Glasgow	85 584	47 492	80.2
	Manchester	50 695	17 100	—
	Newcastle	25 232	5 321	—
	Tees-side	14 029	11 134	26.0
	Other airports	38 560	8 046	—
Belfast	Birmingham	6 247	5 544	12.7
	East Midlands	3 045	2 470	23.3
	Edinburgh	1 402	1 392	0.7
	Glasgow	7 863	8 122	-3.2
	Isle of Man	1 241	1 257	-1.3
	Manchester	11 359	7 325	55.1
	Newcastle	1 261	1 212	4.0
	Other airports	8 112	8 978	-9.6
Channel Islands	Bristol/Glamorgan	5 977	5 695	5.0
	Glasgow	1 050	1 003	4.7
	Leeds/Bradford	766	432	77.3
	Liverpool	245	622	-60.6
	Manchester	5 713	5 016	13.9
	Other airports	68 631	67 868	1.1
Edinburgh	Manchester	3 882	2 717	42.9
	Other airports	12 469	9 630	29.5
Glasgow	Birmingham	5 315	3 996	33.0
	East Midlands	4 356	3 658	19.1
	Isle of Man	1 198	1 279	-6.3
	Manchester	5 913	4 121	43.5
	Other Scottish airports	28 860	19 201	50.3
	Other airports	5 337	3 575	49.3
Isle of Man	Manchester	3 255	3 746	-13.1
	Newcastle	56	130	-56.9
	Other airports	13 078	13 063	0.1
Penzance	Isles of Scilly	7 103	6 819	4.2
Other Routes		39 098	47 015	-16.8
TOTAL		673 385	464 688	44.9

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator October 1978

Table 20

	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	8 461.9	16.5	14.0	911.9	2 563.3	182.7	112.6	—	0.5	1 373.7	2 631.1	277.9	377.7
+ Heathrow	42 385.1	7 001.1	6 985.4	201.6	216.4	12 043.2	15 597.1	51.0	7.8	23.2	199.0	0.2	59.1
+ Luton	398.5	—	—	—	—	37.4	—	—	—	106.3	132.9	31.5	90.4
+ Southend	814.0	—	—	191.0	340.0	—	—	—	—	97.0	186.0	—	—
+ Stansted	2 716.4	—	—	—	—	2.1	—	—	—	877.4	1 594.8	107.5	134.6
TOTAL (London Area)	54 775.9	7 017.6	6 999.4	1 304.5	3 119.7	12 265.4	15 709.7	51.0	8.3	2 477.6	4 743.8	417.1	661.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	595.0	64.2	108.3	26.5	27.1	—	—	19.6	42.1	86.9	219.2	0.9	0.2
+ Belfast	1 206.6	88.8	277.7	202.5	36.9	3.7	1.1	—	—	576.4	19.5	—	—
+ Benbecula	14.3	10.6	2.9	0.7	0.1	—	—	—	—	—	—	—	—
+ Birmingham	330.5	105.7	69.3	22.9	1.8	62.7	56.4	—	—	—	11.7	—	—
+ Blackpool	359.0	—	—	4.2	34.0	—	—	—	—	—	320.8	—	—
+ Bournemouth	811.4	—	—	394.7	341.7	—	4.0	—	—	22.1	37.8	—	11.1
+ Bristol	31.7	5.1	5.2	5.2	1.8	11.8	2.6	—	—	—	—	—	—
+ Cambridge	169.9	—	—	—	—	—	—	—	—	1.5	4.7	107.2	56.5
+ Cardiff	14.5	1.1	7.6	3.9	0.8	0.1	1.0	—	—	—	—	—	—
+ Coventry	4.1	—	—	—	—	—	—	—	—	—	4.1	—	—
+ East Midlands	677.3	0.5	—	76.7	101.1	—	—	—	—	45.1	347.6	67.2	39.1
+ Edinburgh	119.9	26.5	32.7	27.7	27.9	2.1	3.0	—	—	—	—	—	—
+ Exeter	52.8	—	—	5.5	17.9	—	—	—	—	—	19.0	—	10.4
+ Glasgow	1 726.3	741.0	209.7	50.7	29.8	249.8	393.6	—	0.8	5.7	45.2	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	2.2	—	—	0.8	1.3	—	—	—	—	0.1	—	—	—
+ Inverness	27.9	3.3	24.6	—	—	—	—	—	—	—	—	—	—
+ Islay	10.3	—	—	5.7	4.6	—	—	—	—	—	—	—	—
+ Isle of Man	202.2	32.8	20.3	142.4	6.7	—	—	—	—	—	—	—	—
+ Isles of Scilly	6.4	5.6	0.8	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	49.3	31.6	15.2	0.6	0.8	—	—	0.6	—	0.5	—	—	—
+ Leeds/Bradford	31.2	6.5	9.3	7.2	5.2	1.4	1.0	—	—	—	0.6	—	—
+ Liverpool	783.5	20.1	23.2	2.9	3.5	7.6	3.2	—	—	58.7	418.7	7.4	238.2
+ Lydd	376.3	—	—	167.8	208.5	—	—	—	—	—	—	—	—
+ Manchester	3 136.4	382.1	298.3	37.7	22.1	785.4	1 168.6	2.5	0.1	108.0	232.6	6.3	92.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	204.1	11.6	12.2	50.6	47.5	—	—	—	—	77.9	3.3	—	1.0
+ Norwich	37.7	—	—	15.2	21.0	—	—	—	—	—	1.0	0.5	—
+ Penzance Heliport	6.4	0.8	5.6	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 603.5	390.7	190.5	40.1	28.6	585.4	197.3	—	—	162.8	—	0.3	7.8
+ Southampton	481.0	4.7	18.7	14.6	77.0	—	—	—	—	8.1	139.7	—	218.2
+ Stornoway	36.1	28.7	5.5	0.1	0.6	—	—	—	—	1.2	—	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	32.4	—	—	13.7	18.0	—	—	—	—	0.3	0.4	—	—
+ Tiree	0.9	—	—	0.9	—	—	—	—	—	—	—	—	—
+ Wick	9.3	2.3	0.7	0.6	0.8	—	—	—	—	4.3	0.6	—	—
TOTAL (Incl. London Area)	67 926.3	8 981.9	8 337.7	2 626.6	4 186.8	13 975.4	17 541.5	73.7	51.3	3 637.2	6 570.3	606.9	1 337.0
Channel Islands Airports													
+ Alderney	26.1	—	—	22.7	3.4	—	—	—	—	—	—	—	—
+ Guernsey	687.3	1.1	2.9	157.9	89.8	1.3	0.2	—	—	162.0	272.1	—	—
+ Jersey	737.8	58.8	25.3	400.5	175.5	0.1	—	—	—	45.5	32.1	—	—
TOTAL (Channel Islands Airports)	1 451.2	59.9	28.2	581.1	268.7	1.4	0.2	—	—	207.5	304.2	—	—

xx Not supplied.

Cargo October 1978

Table 21

Comparison with a Year Earlier

	International				Domestic				1978			1977			Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total			Total			Passenger	Cargo
	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Cargo
London Area Airports																
+ Gatwick	1 354	1 850	57	4 377	240	357	—	227	1 651	6 811	—	1 256	8 102	—	31.4	-15.9
+ Heathrow	24 747	16 311	—	334	417	568	—	6	25 164	17 219	—	24 180	17 851	—	4.1	-3.5
+ Luton	—	37	121	213	—	—	—	27	121	277	—	111	399	—	9.0	-30.6
+ Southend	529	—	217	—	2	—	66	—	814	—	—	529	—	—	53.9	—
+ Stansted	2	—	171	2 499	—	—	25	18	198	2 517	—	389	1 874	—	-49.1	34.3
TOTAL (London Area)	26,632	18 198	566	7,423	659	925	91	278	27 948	26 824	—	26 465	28 226	—	5.6	-5.0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																
+ Aberdeen	37	—	224	30	189	—	82	34	532	64	—	419	28	—	27.0	—
+ Belfast	5	1	—	19	427	179	1	576	433	775	—	377	912	—	14.9	-15.0
Benbecula	—	—	—	—	14	—	—	—	14	—	—	13	—	—	7.7	—
+ Birmingham	249	—	—	12	70	—	—	—	319	12	—	293	8	—	8.9	50.0
+ Blackpool	5	—	—	—	28	6	—	321	33	327	—	41	115	—	-19.5	—
+ Bournemouth	—	—	—	11	1	739	—	60	1	810	—	2	701	—	-50.0	15.5
+ Bristol	25	—	—	—	6	—	—	—	31	—	—	47	—	—	-34.0	—
+ Cambridge	—	—	168	—	—	—	2	—	170	—	—	182	14	—	-6.6	—
+ Cardiff	9	—	—	—	5	—	—	—	14	—	—	16	11	—	-12.5	—
+ Coventry	—	—	—	4	—	—	—	—	—	4	—	—	16	—	—	-75.0
+ East Midlands	47	63	13	465	62	7	—	21	122	556	—	88	450	—	38.6	23.6
+ Edinburgh	26	—	—	—	94	—	—	—	120	—	—	102	—	—	17.6	—
+ Exeter	2	—	—	29	22	—	—	—	24	29	—	38	—	—	-36.8	—
+ Glasgow	207	624	—	39	234	610	7	6	448	1 279	—	438	1 274	—	2.3	0.4
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	2	—	—	—	—	—	—	—	2	—	—	—	1	—	—	—
Inverness	—	—	—	—	28	—	—	—	28	—	—	34	—	—	-17.6	—
Islay	—	—	—	—	11	—	—	—	11	—	—	9	—	—	22.2	—
+ Isle of Man	—	—	—	—	91	111	—	—	91	111	—	97	132	—	-6.2	-15.9
Isles of Scilly	—	—	—	—	6	—	—	—	6	—	—	9	—	—	-33.3	—
+ Kirkwall	—	—	—	—	48	—	1	1	49	1	—	41	1	—	19.5	—
+ Leeds/Bradford	12	—	—	1	18	—	—	—	30	1	—	25	—	—	20.0	—
+ Liverpool	12	—	—	301	49	—	—	422	61	723	—	77	685	—	-20.8	5.5
+ Lydd	—	376	—	—	—	—	—	—	—	376	—	—	343	—	—	9.6
+ Manchester	835	1 635	3	428	205	19	—	12	1 043	2 094	—	777	2 189	—	34.2	-4.3
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	45	—	1	3	35	42	—	78	81	123	—	62	13	—	30.6	—
+ Norwich	21	—	1	—	15	—	—	—	37	—	—	45	1	—	-17.8	—
Penzance Heliport	—	—	—	—	6	—	—	—	6	—	—	9	—	—	-33.3	—
+ Prestwick	220	1 066	1	170	11	135	—	—	232	1 371	—	187	1 330	—	24.1	3.1
+ Southampton	10	—	37	329	104	—	—	—	151	329	—	111	43	—	36.0	—
Stornoway	—	—	—	—	35	—	—	1	35	1	—	36	—	—	-2.8	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	—	130	9	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—
+ Tees-side	2	—	—	—	29	—	—	—	31	—	—	25	—	—	24.0	—
Tiree	—	—	—	—	1	—	—	—	1	—	—	1	—	—	—	—
Wick	—	—	—	—	5	—	—	5	5	5	—	4	—	—	25.0	—
TOTAL (Incl. London Area)	28 403	21 963	1 014	9 264	2 508	2 773	184	1 815	32 109	35 815	—	30 203	36 502	—	6.3	-1.9
Channel Islands Airports																
Alderney	—	—	—	—	—	—	—	—	26	—	—	21	—	—	23.8	—
Guernsey	—	—	—	—	—	—	—	—	687	—	—	672	—	—	2.2	—
Jersey	—	—	—	—	—	—	—	—	738	—	—	842	—	—	-12.4	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 451	—	—	1 535	—	—	-5.5	—

xx Not supplied.

All Scheduled Services October 1978

Table 22.1

											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	21 467	18 298	34 912	1 418 452	4 740 839	3 002 709	63.3	14 346	574 048	350 203	13 003	60 623	276 577	61.0
British Airways Helicopters	18	294	96	6 772	574	413	72.0	8	39	33	—	—	33	85.8
British Caledonian Airways	2 842	3 191	4 897	124 453	396 908	228 030	57.5	1 521	48 824	26 311	534	5 187	20 590	53.9
Air Anglia	871	2 379	2 459	32 763	34 658	15 802	45.6	90	3 531	1 609	—	50	1 559	45.6
Air Wales	67	178	230	890	937	346	36.9	1	64	28	—	—	27	43.0
Air Westward	112	244	446	946	1 202	487	40.5	—	96	41	—	—	41	43.1
Aurigny Air Services	111	2 048	579	20 874	1 541	1 061	68.9	100	146	90	1	5	85	61.6
British Air Ferries	211	786	784	14 994	7 041	3 552	50.4	436	940	459	—	136	323	48.8
British Island Airways	402	1 787	1 608	54 241	20 085	11 883	59.2	168	1 848	1 046	1	35	1 010	56.6
British Midland Airways	455	1 496	1 466	56 080	34 446	19 641	57.0	172	3 052	1 594	—	61	1 532	52.2
Brymon Airways	119	525	531	6 098	3 092	1 625	52.6	2	291	134	—	—	133	46.0
Dan-Air Services	464	1 475	1 447	39 849	29 010	14 385	49.6	29	2 463	1 234	—	16	1 218	50.1
Haywards Aviation	18	117	85	387	125	69	46.9	2	13	5	—	—	4	38.0
Intra Airways	35	204	143	7 888	2 051	1 489	72.6	—	169	117	—	—	117	69.3
Laker Airways	862	120	1 144	24 936	297 480	160 290	53.9	—	30 179	13 400	—	—	13 400	44.4
Loganair	131	1 519	674	8 105	1 423	820	57.6	—	130	76	—	—	76	58.5
TOTAL Passenger Services	28 184	34 661	51 500	1 817 728	5 571 412	3 462 593	62.1	16 875	665 831	396 379	13 539	66 114	316 726	59.5
Cargo Services														
British Airways	1 059	637	1 421	—	—	—	—	4 854	27 661	19 113	297	18 816	—	69.1
British Caledonian Airways	278	114	380	—	—	—	—	990	9 592	4 311	170	4 140	—	44.9
Air Freight	22	100	111	—	—	—	—	255	76	56	—	56	—	73.5
Air-Bridge Carriers	33	215	124	—	—	—	—	712	174	116	—	116	—	66.8
British Island Airways	56	238	219	—	—	—	—	639	259	130	25	106	—	50.4
TOTAL Cargo Services	1 448	1 304	2 255	—	—	—	—	7 450	37 761	23 727	492	23 234	—	62.8
GRAND TOTAL	29 632	35 965	53 755	1 817 728	5 571 412	3 462 593	62.1	24 325	703 592	420 105	14 031	89 348	316 726	59.7

International Scheduled Services October 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)	Total (000)	Tonne-km used		Passengers (000)	As percentage of available
Passenger Services														
British Airways	18 981	11 555	28 107	1 014 942	4 491 608	2 835 212	63.1	13 238	550 739	335 651	12 918	60 309	262 425	60.9
British Caledonian Airways	2 413	1 694	3 720	77 618	362 092	208 792	57.7	1 153	45 446	24 607	529	5 116	18 962	54.1
Air Anglia	573	1 087	1 424	20 931	27 208	11 179	41.1	68	2 769	1 158	—	40	1 118	41.8
Air Wales	49	90	156	485	778	265	34.0	1	52	21	—	—	21	41.1
Air Westward	72	130	276	493	765	310	40.5	—	61	26	—	—	26	43.4
Aurigny Air Services	111	2 048	579	20 874	1 541	1 061	68.9	100	146	90	1	5	85	61.6
British Air Ferries	211	786	784	14 994	7 041	3 552	50.4	436	940	459	—	136	323	48.8
British Island Airways	215	791	850	22 323	10 745	5 612	52.2	48	989	491	—	14	477	49.7
British Midland Airways	128	353	415	8 624	9 351	3 863	41.3	53	737	322	—	21	301	43.8
Brymon Airways	28	138	132	759	379	189	49.8	—	33	16	—	—	16	47.3
Dan-Air Services	265	526	727	14 820	17 585	7 386	42.0	21	1 493	639	—	13	626	42.8
Haywards Aviation	10	72	46	228	62	33	52.8	1	6	3	—	—	3	42.8
Intra Airways	20	162	100	3 732	980	546	55.7	—	81	41	—	—	41	50.5
Laker Airways	862	120	1 144	24 936	297 480	160 290	53.9	—	30 179	13 400	—	—	13 400	44.4
TOTAL Passenger Services	23 938	19 552	38 461	1 225 759	5 227 616	3 238 288	61.9	15 119	633 669	376 924	13 448	65 655	297 822	59.5
Cargo Services														
British Airways	1 023	550	1 348	—	—	—	—	4 222	27 086	18 800	297	18 503	—	69.4
British Caledonian Airways	258	79	339	—	—	—	—	784	9 430	4 192	51	4 140	—	44.5
Air Freight	22	100	111	—	—	—	—	255	76	56	—	56	—	73.5
British Island Airways	5	10	16	—	—	—	—	20	22	9	—	9	—	42.4
TOTAL Cargo Services	1 308	739	1 814	—	—	—	—	5 281	36 614	23 058	348	22 709	—	63.0
GRAND TOTAL	25 247	20 291	40 275	1 225 759	5 227 616	3 238 288	61.9	20 400	670 283	399 982	13 796	88 363	297 822	59.7

Domestic Scheduled Services October 1978

Table 22.3

											Tonne-kilometres used				
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways	2 486	6 743	6 804	403 510	249 231	167 497	67.2	1 107	23 309	14 551	85	314	14 152	62.4	
British Airways Helicopters	18	294	96	6 772	574	413	72.0	8	39	33	—	—	33	85.8	
British Caledonian Airways	428	1 497	1 177	46 835	34 816	19 239	55.3	368	3 378	1 704	5	71	1 628	50.4	
Air Anglia	298	1 292	1 034	11 832	7 450	4 623	62.1	22	763	451	—	10	441	59.2	
Air Wales	18	88	73	405	158	81	51.1	—	13	7	—	—	7	51.1	
Air Westward	40	114	171	453	437	177	40.6	—	35	15	—	—	15	42.5	
British Island Airways	187	996	758	31 918	9 340	6 271	67.1	121	859	555	1	21	533	64.6	
British Midland Airways	327	1 143	1 051	47 456	25 095	15 779	62.9	119	2 316	1 271	—	40	1 231	54.9	
Brymon Airways	91	387	399	5 339	2 713	1 436	52.9	2	258	118	—	—	118	45.8	
Dan-Air Services	199	949	720	25 029	11 425	6 999	61.3	7	970	595	—	3	593	61.4	
Haywards Aviation	8	45	39	159	63	26	41.0	1	6	2	—	—	2	33.2	
Intra Airways	15	42	43	4 156	1 070	943	88.1	—	88	76	—	—	76	86.7	
Loganair	131	1 519	674	8 105	1 423	820	57.6	—	130	76	—	—	76	60.7	
TOTAL Passenger Services	4 246	15 109	13 039	591 969	343 796	224 305	65.2	1 756	32 162	19 455	91	459	18 904	60.5	
Cargo Services															
British Airways	36	87	73	—	—	—	—	631	576	313	—	313	—	54.4	
British Caledonian Airways	20	35	41	—	—	—	—	206	162	119	119	—	—	73.6	
Air-Bridge Carriers	33	215	124	—	—	—	—	712	174	116	—	116	—	66.8	
British Island Airways	51	228	203	—	—	—	—	620	236	121	25	96	—	51.2	
TOTAL Cargo Services	140	565	441	—	—	—	—	2 169	1 147	669	144	525	—	58.3	
GRAND TOTAL	4 386	15 674	13 480	591 969	343 796	224 305	65.2	3 925	33 310	20 124	235	985	18 904	60.4	

All Non-scheduled Services October 1978

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	484	407	891	18 290	51 113	36 174	70.8	1 063	7 189	4 444	1 238	3 206	61.8
British Airtours	1 277	603	1 846	89 335	241 251	191 735	79.5	—	21 844	16 422	—	16 422	75.2
British Airways Helicopters	499	3 434	2 493	35 269	10 733	5 334	49.7	205	1 047	458	32	426	43.7
British Caledonian Airways	1 324	732	2 067	49 992	75 137	65 139	86.7	1 922	29 038	20 481	14 861	5 620	70.5
Air Anglia	49	194	182	459	345	114	32.9	—	35	11	—	11	32.1
Air Freight	49	175	247	1 835	807	487	60.4	131	154	95	59	37	61.8
Air-Bridge Carriers	134	244	467	555	268	172	64.1	1 124	1 812	750	735	14	41.4
Alidair	129	450	425	14 796	8 035	4 100	51.0	10	678	317	18	299	46.8
Bristow Helicopters	644	4 191	3 738	42 174	10 972	7 598	69.2	181	932	717	32	685	76.9
Britannia Airways	2 716	1 566	4 298	186 082	353 065	324 288	91.8	—	30 029	27 568	—	27 568	91.8
British Air Ferries	134	315	513	1 770	1 323	746	56.3	473	724	300	232	68	41.4
British Executive Air Services	128	5 690	852	28 293	1 408	636	45.2	58	128	59	2	68	46.1
British Island Airways	88	233	312	1 887	795	537	67.5	219	419	208	161	47	49.6
British Midland Airways	910	566	1 456	30 178	108 335	59 543	55.0	1 558	23 292	10 458	5 813	4 645	44.9
Dan-Air Services	4 839	3 961	8 775	321 721	565 653	487 000	86.1	52	45 587	39 065	18	39 047	85.7
General Aviation Services	33	84	152	—	—	—	—	49	115	30	30	—	26.0
I.A.S. Cargo Airlines	993	323	1 432	—	—	—	—	3 234	36 941	26 027	26 027	—	70.5
Intra Airways	96	153	265	6 971	5 962	4 517	75.8	144	580	425	81	344	73.3
Invicta International Airlines	68	62	160	—	—	—	—	361	1 096	468	468	—	42.7
Laker Airways	2 093	809	2 997	8 7636	360 011	285 072	79.2	—	35 721	22 803	—	22 803	63.8
Loganair	167	696	744	4 172	2 229	1 178	52.9	—	202	107	—	107	53.0
Management Aviation	75	1 048	380	3 887	459	354	77.1	2	40	28	2	26	70.0
Monarch Airlines	1 230	746	1 936	81 509	186 870	141 973	76.0	—	18 221	12 874	—	12 874	70.7
North Scottish Helicopters	216	5 187	1 082	15 561	865	649	75.0	—	67	50	—	50	74.6
Pelican Air Transport	334	95	483	—	—	—	—	344	14 016	9 392	9 392	—	67.0
Redcoat Air Cargo	175	71	447	—	—	—	—	436	2 686	1 100	1 100	—	40.9
Southern Int-Air Transport	40	73	100	—	—	—	—	219	231	112	112	—	48.5
Tradewinds Airways	559	216	930	—	—	—	—	3 699	19 670	11 507	11 507	—	58.5
Transmeridian Air Cargo	1 099	352	1 949	—	—	—	—	3 127	35 630	20 438	20 438	—	57.4
TOTAL	20 580	32 676	41 617	1 021 472	1 985 636	1 617 347	81.5	18 589	328 122	226 711	92 354	134 357	69.1
Class 5A Licence TOTAL	391	544	880	20 321	25 594	18 920	73.9	..	7 875	4 420	2 838	1 582	56.1
TOTAL Excludes 5A Licence	20 189	32 132	40 737	1 001 151	1 960 042	1 598 427	81.6	18 589	320 247	222 291	89 516	132 775	69.4

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services October 1978

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	462	345	823	16 292	49 490	35 412	71.6	1 063	7 049	4 377	1 238	3 140	62.1
British Airtours	1 277	603	1 846	89 335	241 251	191 735	79.5	—	21 844	16 422	—	16 422	75.2
British Airways Helicopters	497	3 423	2 481	35 266	10 680	5 333	49.9	204	1 042	458	32	426	44.0
British Caledonian Airways	1 324	732	2 067	49 992	75 137	65 139	86.7	1 922	29 038	20 481	14 861	5 620	70.5
Air Anglia	10	24	34	46	69	19	27.7	—	7	2	—	2	26.5
Air Freight	23	81	112	13	33	7	19.8	127	82	57	56	1	69.4
Air-Bridge Carriers	88	96	219	97	118	69	58.4	658	1 414	604	599	5	42.7
Alldair	78	288	278	9 764	4 987	2 494	50.0	—	373	194	15	179	52.0
Bristow Helicopters	644	4 191	3 738	42 174	10 972	7 598	69.2	181	932	717	32	685	76.9
Britannia Airways	2 716	1 566	4 298	186 082	353 065	324 288	91.8	—	30 029	27 568	—	27 568	91.8
British Air Ferries	111	257	429	1 557	1 136	686	60.4	384	602	253	190	63	42.0
British Executive Air Services	128	5 690	852	28 293	1 408	636	45.2	58	128	59	2	58	46.1
British Island Airways	36	116	132	1 598	665	445	66.9	—	177	99	60	39	56.1
British Midland Airways	800	350	1 224	22 711	99 005	55 763	56.3	1 490	22 393	10 125	5 775	4 349	45.2
Dan-Air Services	4 463	2 934	7 377	293 203	549 062	476 133	86.7	—	43 915	38 123	—	38 123	86.8
General Aviation Services	21	28	92	—	—	—	—	24	73	20	20	—	27.9
I.A.S. Cargo Airlines	993	323	1 432	—	—	—	—	3 234	36 941	26 027	26 027	—	70.5
Intra Airways	76	109	208	6 046	5 518	4 207	76.2	—	454	316	—	316	69.7
Invicta International Airlines	68	62	160	—	—	—	—	361	1 096	468	468	—	42.7
Laker Airways	2 093	809	2 997	86 736	360 011	285 072	79.2	—	35 721	22 803	—	22 803	63.8
Management Aviation	75	1 048	380	3 887	459	354	77.1	2	40	28	2	26	70.0
Monarch Airlines	1 230	746	1 936	81 509	186 870	141 973	76.0	—	18 221	12 874	—	12 874	70.7
North Scottish Helicopters	216	5 187	1 082	15 561	865	649	75.0	—	67	50	—	50	74.6
Pelican Air Transport	334	95	483	—	—	—	—	344	14 016	9 392	9 392	—	67.0
Redcoat Air Cargo	175	71	447	—	—	—	—	436	2 686	1 100	1 100	—	40.9
Southern Int-Air Transport	40	73	100	—	—	—	—	219	231	112	112	—	48.5
Tradewinds Airways	559	216	930	—	—	—	—	3 669	19 670	11 507	11 507	—	58.5
Transmeridian Air Cargo	1 099	352	1 949	—	—	—	—	3 127	35 630	20 438	20 438	—	57.4
TOTAL	19 633	29 815	38 104	970 162	1 950 801	1 598 011	81.9	17 510	323 870	224 673	91 924	132 748	69.4
Class 5A Licence TOTAL	367	449	793	17 643	24 515	18 089	73.8	..	7 757	4 348	2 837	1 511	56.1
TOTAL Excludes 5A Licence	19 266	29 366	37 312	952 519	1 926 286	1 579 922	82.0	17 510	316 113	220 325	89 087	131 237	69.7

*Does not include cargo carried under Class 5A licences.

Domestic Non-scheduled Services October 1978

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	23	62	68	1 998	1 623	763	47.0	—	140	67	1	66	47.6
British Airways Helicopters	2	11	12	3	53	1	1.9	1	5	—	—	—	—
Air Anglia	40	170	148	413	277	95	34.2	—	28	10	—	10	33.6
Air Freight	25	94	135	1 822	774	481	62.1	4	72	38	2	36	53.2
Air-Bridge Carriers	46	148	248	458	150	103	68.7	466	398	145	136	9	36.5
Alidair	51	162	147	5 032	3 048	1 607	52.7	10	305	123	3	120	40.5
British Air Ferries	24	58	84	213	187	60	32.0	88	122	47	41	6	38.4
British Island Airways	53	117	180	289	130	91	70.5	219	242	109	101	8	44.9
British Midland Airways	110	216	233	7 467	9 329	3 780	40.5	68	899	333	38	295	37.0
Dan-Air Services	376	1 027	1 398	28 618	16 591	10 868	65.5	52	1 672	942	18	924	56.3
General Aviation Services	12	56	60	—	—	—	—	25	42	10	10	—	22.6
Intra Airways	19	44	57	925	444	310	69.8	144	127	109	81	28	86.1
Loganair	167	696	744	4 172	2 229	1 178	52.9	—	202	197	—	107	53.0
TOTAL	947	2 861	3 512	51 310	34 836	19 336	55.5	1 079	4 253	2 038	430	1 609	47.9
Class 5A Licence TOTAL	24	95	87	2 678	1 079	831	77.0	..	118	72	1	71	61.0
TOTAL Excludes 5A Licence	923	2 766	3 425	48 632	33 757	18 505	54.8	1 079	4 135	1 966	429	1 538	47.6

*Does not include cargo carried under Class 5A licences.

Class 2 Licence Operations October 1978

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways	74	11	89	1,859	—	17 530	11 307	64.5	1 955	1 042	53.3
British Airtours	75	16	99	1 346	—	14 152	12 597	89.0	1 288	1 112	86.4
Laker Airways	797	136	1 030	19 084	2 854	196 095	152 104	77.6	19 870	12 166	61.2
TOTAL	945	163	1 218	22 289	2 854	227 777	176 008	77.3	23 113	14 320	62.0

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

Table 25

	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	87	67	147	4 816	9 380	7 402	78.9	800	614	76.7	—	—
British Airtours	945	502	1 398	78 781	178 627	148 367	83.1	16 256	12 624	77.7	—	178
British Caledonian Airways	597	461	1 040	45 028	67 940	60 341	88.8	6 338	5 205	82.1	—	—
Britannia Airways	2 670	1 495	4 218	178 874	347 143	319 708	92.1	29 525	27 179	92.1	—	—
British Air Ferries	4	10	16	419	208	181	87.3	19	17	86.8	—	—
British Midland Airways	61	43	122	3 592	4 837	4 726	97.7	413	368	89.2	—	—
Dan-Air Services	3 640	2 482	6 028	255 039	443 616	389 508	87.8	35 478	31 164	87.8	—	355
Intra Airways	18	16	44	857	1 324	952	71.9	109	72	65.8	—	—
Laker Airways	782	417	1 192	46 475	98 367	88 513	90.0	9 561	7 081	74.1	—	—
Monarch Airlines	837	515	1 304	58 431	129 039	104 721	81.2	12 581	9 496	75.5	—	—
TOTAL International Services	9 643	6 008	15 509	672 312	1 280 481	1 124 420	87.8	111 079	93 818	84.5	—	533
Domestic Services NIL												
GRAND TOTAL	9 643	6 008	15 509	672 312	1 280 481	1 124 420	87.8	111 079	93 818	84.5	—	533

All Class 4 Licence Operations October 1978

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	48	18	70	—	1 982	8 249	7 530	91.3	758	686	90.5
British Airtours	61	22	85	178	908	11 548	5 781	50.1	1 051	505	48.1
British Caledonian Airways	63	65	115	—	4 706	7 090	4 709	66.4	664	407	61.3
British Island Airways	1	4	5	—	196	62	60	97.7	6	5	88.8
British Midland Airways	9	10	22	—	564	639	627	98.2	52	49	93.8
Dan-Air Services	755	392	1 190	355	34 608	98 094	82 450	84.1	7 846	6 621	84.4
Intra Airways	58	93	164	—	5 189	4 194	3 255	77.6	345	245	70.9
Laker Airways	303	198	496	—	13 048	26 997	21 625	80.1	2 427	1 730	71.3
Monarch Airlines	193	159	336	—	15 174	23 925	19 596	81.9	2 349	1 777	75.7
TOTAL	1 492	961	2 483	533	76 375	180 797	145 634	80.6	15 497	12 025	77.6

International Class 4 Licence Operations October 1978

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	48	18	70	—	1 982	8 249	7 530	91.3	758	686	90.5
British Airtours	61	22	85	178	908	11 548	5 781	50.1	1 051	505	48.1
British Caledonian Airways	63	65	115	—	4 706	7 090	4 709	66.4	664	407	61.3
British Midland Airways	9	10	22	—	564	639	627	98.2	52	49	93.8
Dan-Air Services	755	391	1 189	355	34 560	98 080	82 436	84.0	7 845	6 620	84.4
Intra Airways	58	93	164	—	5 189	4 194	3 255	77.6	345	245	70.9
Laker Airways	303	198	496	—	13 048	26 997	21 625	80.1	2 427	1 730	71.3
Monarch Airlines	193	159	336	—	15 174	23 925	19 596	81.9	2 349	1 777	75.7
TOTAL	1 490	956	2 477	533	76 131	180 721	145 559	80.5	15 490	12 019	77.6

Domestic Class 4 Licence Operations October 1978

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	1	4	5	—	196	62	60	97.7	6	5	88.8
Dan-Air Services	—	1	1	—	48	14	14	100.0	1	1	100.0
TOTAL	2	5	6	—	244	76	75	98.1	7	6	90.8

All Class 6 Licence Operations October 1978

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	29	26	60	236	523	307	58.8
British Caledonian Airways	357	96	472	1 457	12 023	7 829	65.1
Air Freight	7	34	36	102	24	22	90.9
Air-Bridge Carriers	128	227	451	1 125	1 785	735	41.2
British Air Ferries	97	215	370	462	555	221	39.7
Dan-Air Services	—	1	2	5	2	2	100.0
I.A.S. Cargo Airlines	278	92	407	1 074	10 251	8 196	79.9
Invicta International Airlines	66	59	155	361	1 064	442	41.5
Pelican Air Transport	99	33	138	344	4 152	3 183	76.7
Redcoat Air Cargo	175	71	447	436	2 686	1 100	40.9
Tradewinds Airways	504	203	858	3 669	17 368	9 901	57.0
Transmeridian Air Cargo	825	271	1 442	2 921	27 970	17 038	60.9
TOTAL	2 565	1 328	4 836	12 191	78 401	48 974	62.5

International Class 6 Licence Operations October 1978

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	29	26	60	236	523	307	58.8
British Caledonian Airways	357	96	472	1 457	12 023	7 829	65.1
Air Freight	7	34	36	102	24	22	90.9
Air-Bridge Carriers	86	93	212	659	1 402	599	42.7
British Air Ferries	78	176	309	373	456	179	39.4
I.A.S. Cargo Airlines	278	92	407	1 074	10 251	8 196	79.9
Invicta International Airlines	66	59	155	361	1 064	442	41.5
Pelican Air Transport	99	33	138	344	4 152	3 183	76.7
Redcoat Air Cargo	175	71	447	436	2 686	1 100	40.9
Tradewinds Airways	504	203	858	3 669	17 368	9 901	57.0
Transmeridian Air Cargo	825	271	1 442	2 921	27 970	17 038	60.9
TOTAL	2 503	1 154	4 534	11 632	77 917	48 795	62.6

Domestic Class 6 Licence Operations October 1978

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	43	134	239	466	383	136	35.6
British Air Ferries	19	39	62	89	100	41	41.4
Dan-Air Services	—	1	2	5	2	2	100.0
TOTAL	62	174	302	559	484	180	37.1

All Class 7 Licence Operations October 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 Helicopters	499	3 434	2 493	35 269	10 733	5 334	49.7	205	1 047	458	32	426	43.7
Bristow Helicopters	644	4 191	3 738	42 174	10 972	7 598	69.2	181	932	717	32	685	76.9
British Executive Air Services	128	5 690	852	28 293	1 408	636	45.2	59	128	59	2	58	46.1
Management Aviation	75	1 048	380	3 887	459	354	77.1	3	40	28	2	26	70.0
North Scottish Helicopters	216	5 187	1 082	15 561	865	649	75.0	—	67	50	—	50	74.6
TOTAL	1 562	19 550	8 545	125 184	24 437	14 571	59.6	448	2 214	1 312	67	1 246	59.3

International Class 7 Licence Operations October 1978

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	497	3 423	2 481	35 266	10 680	5 333	49.9	204	1 042	458	32	426	44.0
Bristow Helicopters	644	4 191	3 738	42 174	10 972	7 598	69.2	181	932	717	32	685	76.9
British Executive Air Services	128	5 690	852	28 293	1 408	636	45.2	59	128	59	2	58	46.1
Management Aviation	75	1 048	380	3 887	459	354	77.1	3	40	28	2	26	70.0
North Scottish Helicopters	216	5 187	1 082	15 561	865	649	75.0	—	67	50	—	50	74.6
TOTAL	1 560	19 539	8 533	125 181	24 384	14 570	59.8	447	2 209	1 312	67	1 246	59.4

Domestic Class 7 Licence October 1978

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	2	11	12	3	53	1	1.9	1	5	—	—	—	—
TOTAL	2	11	12	3	53	1	1.9	1	5	—	—	—	—

All Exempt Operations October 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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	198	251	442	6 649	10 791	5 380	49.9	828	2 647	1 373	899	474	51.9
British Airtours	1	2	2	220	138	80	58.2	—	13	6	—	6	49.7
British Caledonian Airways	73	39	112	258	107	90	83.8	465	2 256	1 980	1 972	8	87.8
Air Anglia	49	194	182	459	345	114	32.9	—	35	11	—	11	32.1
Air Freight	31	110	160	1 835	807	487	60.4	30	89	47	10	37	52.2
Air-Bridge Carriers	—	1	1	44	18	16	88.0	—	2	1	—	1	71.2
Alidair	56	168	162	5 277	3 355	1 795	53.5	10	336	137	3	134	40.9
Britannia Airways	46	71	81	7 208	5 922	4 580	77.3	—	504	389	—	389	77.3
British Air Ferries	31	86	119	1 237	1 022	510	49.9	12	141	58	11	47	40.9
British Island Airways	55	124	190	609	260	211	81.2	219	254	119	101	18	46.8
British Midland Airways	177	269	345	7 623	10 855	4 899	45.1	1 559	2 984	1 798	1 416	382	60.3
Dan-Air Services	434	1 076	1 529	31 133	23 204	14 577	62.8	48	2 204	1 239	16	1 223	56.2
General Aviation Services	25	41	111	—	—	—	—	50	88	28	—	—	31.7
I.A.S. Cargo Airlines	547	172	800	—	—	—	—	2 160	20 316	13 821	13 821	—	68.0
Intra Airways	13	24	36	—	—	—	—	144	88	81	81	—	92.4
Laker Airways	12	8	19	621	1 066	857	80.4	—	96	68	—	68	71.5
Loganair	167	696	745	4 172	2 229	1 178	52.8	—	202	107	—	107	53.0
Southern Int-Air Transport	40	73	100	—	—	—	—	220	231	112	112	—	48.5
Transmeridian Air Cargo	97	26	191	—	—	—	—	206	2 474	1 011	1 011	—	40.9
TOTAL	2 052	3 431	5 328	67 345	60 118	34 775	57.8	5 950	34 959	22 387	19 481	2 906	64.0

International Exempt Operations October 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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	178	197	384	5 117	9 358	4 776	51.0	828	2 523	1 319	899	421	52.3
British Airtours	1	2	2	220	138	80	58.2	—	13	6	—	6	49.7
British Caledonian Airways	73	39	112	258	107	90	83.8	465	2 256	1 980	1 972	8	87.8
Air Anglia	10	24	34	46	69	19	27.7	—	7	2	—	2	26.5
Air Freight	5	16	25	13	33	7	19.8	26	17	8	8	1	48.2
Air-Bridge Carriers	—	1	1	44	18	16	88.0	—	2	1	—	1	71.2
Alldair	5	6	15	245	307	189	61.5	—	31	14	—	14	45.1
Britannia Airways	46	71	81	7 208	5 922	4 580	77.3	—	504	389	—	389	77.3
British Air Ferries	26	67	97	1 024	835	450	53.9	12	119	52	11	41	43.9
British Island Airways	4	11	16	516	192	180	93.8	—	18	15	—	15	85.9
British Midland Airways	70	64	123	862	1 763	1 333	75.6	1 490	2 104	1 482	1 378	104	70.4
Dan-Air Services	61	54	138	2 786	6 705	3 770	56.2	—	540	304	—	304	56.3
General Aviation Services	20	24	85	—	—	—	—	25	70	19	19	—	27.7
I.A.S. Cargo Airlines	547	172	800	—	—	—	—	2 160	20 316	13 821	13 821	—	68.0
Laker Airways	12	8	19	621	1 066	857	80.4	—	96	68	—	68	71.5
Southern Int-Air Transport	40	73	100	—	—	—	—	220	231	112	112	—	48.5
Transmeridian Air Cargo	97	26	191	—	—	—	—	206	2 474	1 011	1 011	—	40.9
TOTAL	1 194	855	2 223	18 960	26 512	16 346	61.7	5 431	31 321	20 607	19 232	1 375	65.8

Domestic Exempt Operations October 1978

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	20	54	58	1 532	1 432	605	42.2	—	124	54	1	53	43.3
Air Anglia	40	170	148	413	277	95	34.2	—	28	10	—	10	33.6
Air Freight	25	94	135	1 822	774	481	62.1	4	72	38	2	36	53.2
Alldair	51	162	147	5 032	3 048	1 607	52.7	10	305	123	3	120	40.5
British Air Ferries	5	19	22	213	187	60	32.0	—	22	6	—	6	24.7
British Island Airways	51	113	175	93	68	31	45.7	219	236	104	101	3	43.8
British Midland Airways	107	205	222	6 761	9 092	3 566	39.2	68	880	316	38	278	35.9
Dan-Air Services	373	1 022	1 391	28 347	16 498	10 807	65.5	48	1 664	935	16	919	56.2
General Aviation Services	5	17	26	—	—	—	—	25	18	9	9	—	47.4
Intra Airways	13	24	36	—	—	—	—	144	88	81	81	—	92.4
Loganair	167	696	745	4 172	2 229	1 178	52.8	—	202	107	—	107	53.0
TOTAL	858	2 576	3 105	48 385	33 606	18 429	54.8	519	3 638	1 781	249	1 531	48.9

Class 5 Operations for UK Operators October 1978

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	3	8	9	466	191	158	82.7	..	16	13	—	—	13	81.3
British Airtours	71	27	101	4 133	13 379	11 178	83.5	..	1 107	967	—	—	967	87.4
Air-Bridge Carriers	5	16	14	511	250	156	62.4	..	25	13	—	—	13	52.0
Alldair	73	282	263	9 519	4 680	2 305	49.3	..	342	180	—	15	165	52.6
British Air Ferries	2	4	7	114	93	54	58.1	..	9	5	—	—	5	55.6
British Island Airways	8	43	39	1 082	473	265	56.0	..	41	24	—	—	24	58.5
British Midland Airways	24	27	44	2 481	4 158	2 993	72.0	..	641	234	—	—	234	36.5
Dan-Air Services	9	10	26	586	718	465	64.8	..	57	39	—	—	39	68.4
General Aviation Services	8	43	41	—	—	—	—	..	27	2	—	2	—	7.4
I.A.S. Cargo Airlines	10	2	13	—	—	—	—	..	392	277	—	277	—	70.7
Intra Airways	6	20	21	925	444	310	69.8	..	39	28	—	—	28	71.8
Invicta International Airlines	2	3	5	—	—	—	—	..	32	26	—	26	—	81.3
Monarch Airlines	8	6	14	504	1 208	1 036	85.8	..	118	94	—	—	94	79.7
Pelican Air Transport	21	6	28	—	—	—	—	..	876	659	—	659	—	75.2
Tradewinds Airways	11	2	13	—	—	—	—	..	448	234	—	234	—	52.2
Transmeridian Air Cargo	130	45	242	—	—	—	—	..	3 705	1 625	—	1 625	—	43.9
TOTAL	391	544	880	20 321	25 594	18 920	73.9	..	7 875	4 420	—	2 838	1 582	56.1

Class 5 Operations for Non-UK Operators October 1978

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	45	26	73	2 518	4 973	4 397	88.4	..	490	409	13	19	377	83.5
British Airtours	124	34	161	3 769	23 408	13 730	58.7	..	2 130	1 208	—	—	1 208	56.7
British Caledonian Airways	235	71	328	—	—	—	—	..	7 757	5 060	—	5 060	—	65.2
Air Freight	11	31	51	—	—	—	—	..	41	27	—	27	—	65.9
British Island Airways	24	62	78	—	—	—	—	..	118	60	—	60	—	50.8
British Midland Airways	639	217	923	15 918	87 846	46 298	52.7	..	19 202	8 008	—	4 397	3 611	41.7
I.A.S. Cargo Airlines	158	57	213	—	—	—	—	..	5 982	3 733	—	3 733	—	62.4
Laker Airways	198	50	260	4 654	37 486	21 974	58.6	..	3 768	1 757	—	—	1 757	46.6
Monarch Airlines	192	66	282	7 400	32 698	16 620	50.8	..	3 174	1 507	—	—	1 507	47.5
Pelican Air Transport	214	56	317	—	—	—	—	..	8 988	5 550	—	5 550	—	61.7
Tradewinds Airways	44	11	59	—	—	—	—	..	1 854	1 372	—	—	—	74.0
Transmeridian Air Cargo	47	10	74	—	—	—	—	..	1 481	763	—	763	—	51.5
TOTAL	1 931	691	2 819	34 259	186 411	103 019	55.3	..	54 985	29 454	13	20 981	8 460	53.6

Aircraft Type and Utilisation—All Airlines October 1978

Table 31.1

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
Aerospatiale SA330J Puma	212	833 —	1 037 —	11 806	3 005	10	3.1
Aviation Traders Carvair	32	— 60	— 131	—	—	2	1.8
Aviation Traders Merchantman	438	— 494	— 859	—	—	6	4.6
AW650 Argosy	46	— 120	— 247	—	—	3	1.7
BAC 111-200	713	1 547 2	1 669 2	68 221	33 761	9	7.1
BAC 111-300/400	2 053	2 248 —	3 790 —	128 949	134 272	17	8.9
BAC 111-500	4 269	6 006 33	8 434 39	427 815	337 299	36	8.4
BAC/Aerospatiale Concorde	739	133 —	533 —	9 267	51 614	5	3.4
Bell 212 Twin	143	6 043 —	941 —	30 692	745	8	3.2
Boeing 707 138B	341	150 —	469 —	19 390	42 673	2	10.3
Boeing 707-120/120B	172	111 —	265 —	14 784	23 384	1	11.0
Boeing 707-320C/336	6 367	1 110 816	5 159 3 306	84 849	381 802	34	8.6
Boeing 707-420	1 299	613 —	2 110 —	91 498	195 096	9	10.0
Boeing 720/720B	622	289 —	914 —	37 714	80 032	3	11.0
Boeing 727-100	1 616	850 —	2 413 —	97 052	192 928	8	11.0
Boeing 737-200	2 716	1 566 —	4 298 —	186 082	324 288	16	13.4
Boeing 747-100	4 970	1 290 —	6 162 —	178 477	1 264 489	18	13.3
Boeing 747-200	2 072	415 —	2 626 —	52 125	452 542	7	14.1
Bristol Britannia 300	327	— 167	— 793	—	—	4	4.6
Britten-Norman Islander	150	1 694 —	731 —	6 304	525	11	2.1
Britten-Norman Trislander	227	2 525 —	1 151 —	25 160	2 000	14	3.4
Canadair CL 44	834	— 267	— 1 669	—	—	9	5.9
Cessna 404 Titan	112	244 —	446 —	946	487	..	..
DC3 Dakota/Pionair	118	245 264	225 371	6 739	766	6	(a) 2.3
DH 106 Comet 4B/C	992	653 —	1 675 —	67 522	104 297	11	6.2
DHC 6 Twin-Otter	133	548 —	583 —	5 546	1 354	4	3.8
Embraer Bandeirante	48	88 —	154 —	478	262	..	..
Fokker Friendship 100/600	623	1 495 —	1 739 —	27 217	12 989	9	6.8
Hawker Siddeley 121 Trident 1C	596	1 104 —	1 256 —	73 338	39 631	11	3.9
Hawker Siddeley 121 Trident 1E	367	663 —	873 —	56 693	31 482	4	6.8
Hawker Siddeley 121 Trident 2E	1 445	1 399 —	2 637 —	99 797	101 794	16	5.7
Hawker Siddeley 121 Trident 3B	2 258	3 103 —	4 827 —	309 886	221 019	25	6.2
HP Herald 100/200	940	2 780 848	2 685 923	75 010	17 535	31	4.4
HS 748	705	2 350 —	2 613 —	57 263	20 506	21	4.3
Lockheed L1011 Tristar	920	622 —	1 581 —	117 997	166 372	9	7.8
MBB BO 105	276	6 123 15	1 379 3	18 369	827	3	(b) 3.8
McDonnell-Douglas DC10-10	1 227	187 —	1 650 —	42 733	262 189	4	15.2
McDonnell-Douglas DC8-54F/55F	1 145	— 369	— 1 567	—	—	6	7.6
McDonnell-Douglas DC9-10 to 40	259	520 —	556 —	24 502	12 825	2	11.0
McDonnell-Douglas DC-10-30	549	176 —	717 —	13 427	81 941	2	11.8
Piper PA23 Aztec (and Apache)	7	48 —	24 —	117	17	2	0.6
Piper PA31 Navajo (All Series)	248	1 167 —	958 —	3 711	933	9	(c) 3.5
Sikorsky 58T	66	794 —	399 —	6 447	530	10	2.1
Sikorsky S61N	849	5 478 —	4 615 —	64 311	9 808	43	3.4
Vickers VC10	—	— —	— —	—	—	1	—
Vickers Super VC10	2 891	913 —	4 004 —	52 787	263 182	15	3.0
Vickers Viscount 700	129	450 —	425 —	14 796	4 100	5	3.5
Vickers Viscount 700D/800/810	1 286	4 210 97	4 151 136	158 734	52 470	30	(a) 5.6
Westland Wessex	55	1 075 —	396 —	4 939	253	4	3.1
TOTAL	48 601	63 858 3 552	83 270 10 046	2 773 490	4 928 023	515	6.5

Aircraft in service and daily utilisation:

(a) Excludes Intra Airways.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Wales.

Aircraft Type and Utilisation—Individual Airlines Table 31.2

October 1978

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
British Airways									
HS 748	86	384	—	326	—	9 958	2 596	2	4.7
Vickers Viscount 700D/800/810	733	2 769	—	2 548	—	104 776	29 481	19	5.1
BAC 111-300/400	612	1 280	—	1 379	—	60 930	27 494	7	6.9
BAC 111-500	1 672	3 546	—	3 738	—	230 199	101 956	18	7.1
Hawker Siddeley 121 Trident 2E	1 445	1 399	—	2 637	—	99 797	101 794	16	5.7
Aviation Traders Merchantman	375	—	435	—	715	—	—	5	4.8
Hawker Siddeley 121 Trident 1C	596	1 104	—	1 256	—	73 338	39 631	11	3.9
Hawker Siddeley 121 Trident 3B	2 258	3 103	—	4 827	—	309 886	221 019	25	6.2
Hawker Siddeley 121 Trident 1E	367	663	—	873	—	56 693	31 482	4	6.8
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 891	913	—	4 004	—	52 787	263 182	15	9.0
Lockheed L1011 Tristar	920	622	—	1 581	—	117 997	166 372	9	7.8
Boeing 707-320C/336	2 166	480	218	1 873	872	31 029	135 408	11	8.9
Boeing 747-100	4 970	1 290	—	6 162	—	178 477	1 264 489	18	13.3
Boeing 747-200	2 072	415	—	2 626	—	52 125	452 542	7	14.1
BAC/Aerospatiale Concorde	739	133	—	533	—	9 267	51 614	5	3.4
TOTAL	21 903	18 101	653	34 363	1 587	1 387 259	2 889 059	173	7.4
British Airtours									
Boeing 707-420	1 299	613	—	2 110	—	91 498	195 097	9	10.0
British Airways Helicopters									
Sikorsky S61N	485	3 221	—	2 410	—	39 253	5 593	24	3.2
Sikorsky 58T	22	201	—	122	—	756	84	2	2.0
Bell 212 Twin	10	306	—	57	—	2 032	70	1	2.0
TOTAL	517	3 728	—	2 589	—	42 041	5 747	27	3.1
British Caledonian Airways									
Piper PA31 Navajo (All Series)	28	143	—	143	—	343	68	2	2.4
BAC 111-200	551	1 320	2	1 336	2	55 760	24 442	7	7.0
BAC 111-500	1 085	1 265	33	2 045	39	81 053	83 973	9	8.1
Boeing 707-320C/336	2 210	312	269	1 702	1 231	19 254	102 561	9	10.3
McDonnell-Douglas DC-10-30	549	176	—	717	—	13 427	81 941	2	11.8
Sikorsky S61N	21	517	—	129	—	4 608	184	1	4.8
TOTAL	4 443	3 733	304	6 072	1 272	174 445	293 170	30	8.3
Air Anglia									
Fokker Friendship 100/600	623	1 495	—	1 739	—	27 217	12 989	9	6.8
Piper PA31 Navajo (All Series)	202	934	—	739	—	2 956	781	7	4.0
TOTAL	826	2 429	—	2 478	—	30 173	13 769	16	5.8
Air Freight									
DC3 Dakota/Pionair	71	95	180	139	219	1 835	487	4	2.4
Air Wales									
Piper PA31 Navajo (All Series)	18	90	—	76	—	412	83	..	..
Embraer Bandeirante	48	88	—	154	—	478	262	..	..
TOTAL	67	178	—	230	—	890	346	..	..

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
Air Westward									
Cessna 404 Titan	112	244	—	446	—	946	487	..	..
Air-Bridge Carriers									
HP Herald 100/200	59	17	263	15	184	555	172	4	1.6
AW650 Argosy	46	—	120	—	247	—	—	3	1.7
Aviation Traders Merchantman	63	—	59	—	144	—	—	1	3.2
TOTAL	167	17	442	15	575	555	172	8	1.8
Alldair									
Vickers Viscount 700	129	450	—	425	—	14 796	4 100	5	3.5
Aurigny Air Services									
Britten-Norman Trislander	97	1 858	—	508	—	19 982	1 002	6	4.2
Britten-Norman Islander	13	190	—	71	—	892	59	2	1.0
TOTAL	111	2 048	—	579	—	20 874	1 061	8	3.4
Bristow Helicopters									
Sikorsky S61N	343	1 740	—	2 076	—	20 450	4 031	18	3.6
Westland Wessex	55	1 075	—	396	—	4 939	253	4	3.1
Sikorsky 58T	29	496	—	197	—	4 612	270	6	1.8
Bell 212 Twin	5	47	—	32	—	367	39	—	—
Aerospatiale SA330J Puma	212	833	—	1 037	—	11 806	3 005	10	3.1
TOTAL	644	4 191	—	3 738	—	42 174	7 598	38	3.2
Britannia Airways									
Boeing 737-200	2 716	1 566	—	4 298	—	186 082	324 288	16	13.4
British Air Ferries									
HP Herald 100/200	305	825	176	875	272	15 835	4 100	13	3.2
Aviation Traders Carvair	32	—	60	—	131	—	—	2	1.8
TOTAL	337	825	236	875	403	15 835	4 100	15	3.0
British Executive Air Services									
Bell 212 Twin	128	5 690	—	852	—	28 293	636	7	3.3
British Island Airways									
HP Herald 100/200	546	1 848	409	1 671	467	56 111	12 415	13	7.1
British Midland Airways									
Vickers Viscount 700D/800/810	397	1 258	—	1 318	—	44 003	17 262	9	6.5
McDonnell-Douglas DC9-10 to 40	259	520	—	556	—	24 502	12 825	2	11.0
Boeing 707-320C/336	709	163	119	699	347	17 693	49 077	5	6.4
TOTAL	1 365	1 941	119	2 573	347	86 198	79 164	16	7.1
Brymon Airways									
Britten-Norman Islander	17	104	—	91	—	368	75	1	2.0
HP Herald 100/200	30	90	—	124	—	2 509	848	1	3.6
DHC 6 Twin-Otter	72	331	—	316	—	3 221	702	2	5.0
TOTAL	119	525	—	531	—	6 098	1 625	4	3.9

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
Dan-Air Services									
HS 748	620	1 966	—	2 287	—	47 305	17 909	19	4.2
BAC 111-200	162	227	—	333	—	12 461	9 319	2	7.4
BAC 111-300/400	621	498	—	1 119	—	32 778	42 793	5	9.5
BAC 111-500	1 076	849	—	1 894	—	87 552	112 812	6	10.9
DH 106 Comet 4B/C	992	653	—	1 675	—	67 522	104 297	11	6.2
Boeing 727-100	1 616	850	—	2 413	—	97 052	192 928	8	11.0
Boeing 707-320C/336	110	32	—	154	—	2 522	18 199	2	4.5
TOTAL	5 197	5 075	—	9 875	—	347 192	498 257	53	7.0
General Aviation Services									
DC3 Dakota/Pionair	33	—	84	—	152	—	—	2	2.1
Haywards Aviation									
Britten-Norman Islander	11	69	—	61	—	270	42	1	2.9
Piper PA23 Aztec (and Apache)	7	48	—	24	—	117	17	2	0.6
TOTAL	18	117	—	85	—	387	59	3	1.4
I.A.S. Cargo Airlines									
Bristol Britannia 300	85	—	34	—	186	—	—	1	5.3
McDonnell-Douglas DC8-54F/55F	738	—	238	—	1 010	—	—	4	8.1
TOTAL	823	—	272	—	1 196	—	—	5	7.5
Intra Airways									
DC3 Dakota/Pionair	14	150	—	86	—	4 904	279	..	..
Vickers Viscount 700D/800/810	116	183	24	285	36	9 955	5 727	..	..
TOTAL	130	333	24	371	36	14 859	6 006	..	..
Invicta International Airlines									
Bristol Britannia 300	68	—	62	—	160	—	—	1	4.5
Laker Airways									
BAC 111-300/400	820	470	—	1 292	—	35 241	63 984	5	11.3
McDonnell-Douglas DC10-10	1 227	187	—	1 650	—	42 733	262 189	4	15.2
Boeing 707-320C/336	569	123	—	731	—	14 351	76 558	2	15.8
Boeing 707 138B	341	150	—	469	—	19 390	42 673	2	10.3
TOTAL	2 956	930	—	4 142	—	111 715	445 404	13	13.0
Loganair									
Britten-Norman Trislander	130	667	—	643	—	5 178	998	8	2.7
Britten-Norman Islander	107	1 331	—	508	—	4 774	349	7	2.3
DHC 6 Twin-Otter	61	217	—	267	—	2 325	652	2	2.9
TOTAL	298	2 215	—	1 418	—	12 277	1 998	17	2.6
Management Aviation									
Sikorsky 58T	15	97	—	80	—	1 079	176	2	3.2
MBB BO 105	60	936	15	297	3	2 808	178	3	3.8
TOTAL	75	1 033	15	377	3	3 887	354	5	3.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
		Passenger	Cargo	Passenger	Cargo				
Monarch Airlines									
BAC 111-500	436	346	—	757	—	29 011	38 557	3	11.7
Boeing 707-120/120B	172	111	—	265	—	14 784	23 384	1	11.0
Boeing 720/720B	622	289	—	914	—	37 714	80 032	3	11.0
TOTAL	1 230	746	—	1 936	—	81 509	141 973	7	11.3
North Scottish Helicopters									
MBB BO 105	216	5 187	—	1 082	—	15 561	649	..	..
Pelican Air Transport									
Boeing 707-320C/336	334	—	95	—	483	—	—	2	8.3
Redcoat Air Cargo									
Bristol Britannia 300	175	—	71	—	447	—	—	2	3.4
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	40	—	73	—	100	—	—	2	2.5
Tradewinds Airways									
Canadair CL 44	142	—	46	—	277	—	—	2	7.3
Boeing 707-320C/336	269	—	115	—	373	—	—	3	4.0
TOTAL	411	—	161	—	650	—	—	5	5.6
Transmeridian Air Cargo									
Canadair CL 44	692	—	221	—	1 392	—	—	7	5.5
McDonnell-Douglas DC8-54F/55F	407	—	131	—	557	—	—	2	6.7
TOTAL	1 099	—	352	—	1 949	—	—	9	5.8
GRAND TOTAL	48 601	63 858	3 552	83 270	10 046	2 773 212	4 928 023	515	6.6

Operations Subject to Variable Charge by Type of Licence October 1978

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo (000)	Passengers (000)	
Chargeable Operations (Own Aircraft)					
Class 1	678 803	404 423	101 400	303 025	59.6
Class 2	23 113	14 320	—	14 320	61.9
Class 3	111 079	93 818	—	93 818	84.4
Class 4	14 804	11 391	—	11 391	76.9
Class 5A	7 875	4 420	2 838	1 582	56.1
Class 6	73 764	46 115	46 115	—	62.5
Class 7	1 976	1 173	63	1 110	59.4
TOTAL	911 413	575 660	150 416	425 246	63.1
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	24 567	15 875	4 560	11 315	64.6
Exempt Services	28 346	17 320	14 441	2 879	61.1
Class 5B	54 985	29 454	20 994	8 460	53.5
Small Aircraft Operations	795	447	10	437	56.2
TOTAL	108 693	63 096	40 004	23 091	58.0
GRAND TOTAL	1 020 107	638 756	190 420	448 338	62.6

Output by Type of Licence and Aircraft Ownership October 1978

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	679 345	3 161	21 087	703 592
Class 2	23 113	—	—	23 113
Class 3	111 079	—	—	111 079
Class 4	14 804	693	—	15 497
Class 6	73 764	4 638	—	78 401
Class 7	2 230	—	—	2 230
Exempt Services	28 346	3 133	3 480	34 959
TOTAL	932 680	11 624	24 567	968 871
Class 5A	7 875	—	—	7 875
Class 5B	54 985	—	—	54 985
TOTAL	62 860	—	—	62 860
GRAND TOTAL	995 540	11 624	24 567	1 031 731

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Public Transport Air-Taxi Operations

Table 35

Aircraft Name	July–Sept 1978	
	No. Flights	A/C Rev Hrs
Aerospatiale Alouette II	6	10·0
Aerospatiale SA–341G Gazelle	72	112·5
Beagle 206	244	262·4
Beech 200 Super King Air	15	26·3
Beechcraft B55 Baron	126	117·3
Beechcraft B80 Queen-Air	209	415·8
Beechcraft B90 King Air	126	290·0
Bell 47G	426	298·2
Bell 206 Jet Ranger	4 800	2 685·6
Britten-Norman Islander	307	364·8
Cessna 150	39	55·9
Cessna 172 Skyhawk	511	143·4
Cessna 180/182	5	5·9
Cessna 206 Super Skywagon	602	91·3
Cessna 310/320	609	452·0
Cessna 404 Titan	158	235·0
Cessna 401/402/411/414/421	546	600·4
Cessna 500 Citation	225	284·2
Dassault Mystere 20/Falcon 20	136	217·0
DH104 Dove	114	144·0
DH114 Heron	687	1 140·5
DHC 6 Twin-Otter	168	220·3
Embraer Bandeirante	615	937·3
Enstrom F28A/280	41	37·8
HS 125	2 271	2 625·2
Hughes 269A (300)	99	150·0
Hughes 369 (500)	139	102·2
Jetstream	94	173·5
Partenavia P68B Victor	486	430·5
Piper PA 23 Aztec (and Apache)	8 353	8 456·4
Piper PA 28 (and PA 32) Cherokee	71	20·7
Piper PA 31 Navajo (all Series)	3 872	4 457·8
Piper PA 30/39 Twin Comanche	505	531·7
Piper PA 34–200 Seneca	607	552·3
Ted Smith Aerostar 601P	25	65·0
Travelair	103	84·3
Turbo Commander	15	87·6
Westland S.55 Whirlwind	7	7·6
ALL OPERATORS TOTAL	27 434	26 892·7

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

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

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

Separate fare charters are those where the 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.