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FIGURES.

**Civil Aviation Authority**



**CAP 424**

**CAA Annual Statistics 1978**

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# CAA Annual Statistics 1978

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# Foreword

- 1 CONTENT** *CAA Annual 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.

## 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                      |

- 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 Annual 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 long 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 Appendices A and B.

## 3 ENQUIRIES

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

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

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

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

## 4 OTHER CIVIL AVIATION STATISTICS

- 4.1 Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

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

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

- 4.2 Subsequent statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.
- 4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74' (CAP 376), also obtainable from the address given in para. 3.2.
- 4.4 Annual statistics for 1973 were published in "CAA Annual Statistics 1973" (CAP 375), for 1974 and 1975 in "CAA Annual Statistics 1974 and 1975" (CAP 386), for 1976 in "CAA Annual Statistics 1976" (CAP 406) and for 1977 in "CAA Annual Statistics 1977" (CAP 415). These are available from the address given in para 3.2 on page iii of the foreword.
- 4.5 A series of Origin and Destination Surveys have been carried out in the last seven years. The most recent publication summarising the results of these surveys was CAP 394 'Passengers at Major Airports in Scotland and Central England', obtainable from the address given in para. 3.2. A publication covering the results of the Survey undertaken in 1976 covering major airports in the North, North-West and South of England will be published during the second half of 1979. The London area airports were surveyed again during 1978. A publication is expected during the first half of 1980.

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## Part I

# UK Airlines — Operating, Traffic and Personnel Statistics



Table 1.1

# Size Structure of UK Airlines

## Years Ended 31 December 1973 and 1978

|   | Output in available<br>tonne-km<br>(000 000) | Percentage of all<br>UK tonne-km<br>available | Percentage of UK<br>airlines this size<br>and smaller | Percentage of<br>available tonne-km<br>of UK airlines this<br>size and smaller |
|---|--|---|---|--|
| <b>1973</b>                               |  |   |   |  |
| British Airways Overseas Division         | 4481   | 49.78   | 100   | 100.00   |
| British Airways European Division         | 1269   | 14.10   | 98  | 50.22  |
| British Caledonian Airways                | 1035   | 11.50   | 97  | 36.13  |
| Dan Air Services                          | 324  | 3.60  | 95  | 24.63  |
| Britannia Airways                         | 283  | 3.14  | 93  | 21.03  |
| Court-Line Aviation                       | 250  | 2.78  | 92  | 17.89  |
| Laker Airways                             | 241  | 2.68  | 90  | 15.11  |
| British Airtours                          | 174  | 1.93  | 88  | 12.43  |
| Tradewinds Airways                        | 128  | 1.42  | 86  | 10.50  |
| Trans-Meridian Air Cargo                  | 126  | 1.40  | 85  | 9.08   |
| Monarch Airlines                          | 119  | 1.32  | 83  | 7.68   |
| British Midland Airways                   | 111  | 1.23  | 82  | 6.35   |
| Donaldson International Airways           | 77   | 0.86  | 80  | 5.12   |
| British Airways — Cambrian                | 64   | 0.71  | 78  | 4.27   |
| British Airways — Northeast               | 62   | 0.69  | 77  | 3.56   |
| International Aviation Services           | 61   | 0.68  | 75  | 2.87   |
| British Airways — Channel Islands Airways | 45   | 0.50  | 73  | 2.19   |
| Invicta International Airlines            | 35   | 0.39  | 72  | 1.69   |
| British Island Airways                    | 22   | 0.24  | 70  | 1.30   |
| British Airways — Scottish Airways        | 22   | 0.24  | 68  | 1.06   |
| British Air Ferries                       | 16   | 0.18  | 67  | 0.81   |
| Dan-Air/Skyways                           | 15   | 0.17  | 65  | 0.63   |
| Others (32 airlines)                      | 42   | 0.47  | 63  | 0.47   |
| <b>1978</b>                               |  |   |   |  |
| British Airways                           | 7225   | 60.38   | 100   | 100.00   |
| British Caledonian                        | 960  | 8.02  | 97  | 39.62  |
| Laker Airways                             | 692  | 5.78  | 94  | 31.59  |
| Dan-Air Services                          | 593  | 4.96  | 91  | 25.81  |
| IAS Cargo Airlines                        | 500  | 4.18  | 89  | 20.85  |
| Britannia Airways                         | 431  | 3.60  | 86  | 16.67  |
| Transmeridian Air Cargo                   | 326  | 2.72  | 83  | 13.07  |
| Tradewinds Airways                        | 289  | 2.42  | 80  | 10.35  |
| British Airtours                          | 253  | 2.11  | 77  | 7.93   |
| British Midland Airways                   | 229  | 1.91  | 74  | 5.82   |
| Monarch Airlines                          | 189  | 1.58  | 71  | 3.90   |
| Pelican Air Transport                     | 65   | 0.54  | 69  | 2.32   |
| Air Anglia                                | 39   | 0.33  | 66  | 1.78   |
| British Island Airways                    | 28   | 0.23  | 63  | 1.45   |
| Redcoat Air Cargo                         | 20   | 0.17  | 60  | 1.22   |
| Air Bridge Carriers                       | 19   | 0.16  | 57  | 1.05   |
| British Air Ferries                       | 17   | 0.14  | 54  | 0.89   |
| Intra Airways                             | 15   | 0.13  | 51  | 0.75   |
| British Airways Helicopters               | 12   | 0.10  | 49  | 0.63   |
| Scimitar Airlines                         | 11   | 0.09  | 46  | 0.53   |
| Invicta International                     | 11   | 0.09  | 43  | 0.43   |
| Bristow Helicopters                       | 10   | 0.08  | 40  | 0.34   |
| Others (13 airlines)                      | 31   | 0.26  | 37  | 0.26   |

# Main Output of UK Airlines 1951 - 1978

**Table 1.2**

|      | Total<br>Available<br>tonne-km<br>(000 000) | Percentage<br>growth on<br>prev. year | Scheduled<br>services<br>Available<br>tonne-km<br>(000 000) | Percentage<br>growth on<br>prev. year | Non-scheduled<br>services<br>Available<br>tonne-km<br>(000 000) | Percentage<br>growth on<br>prev. year |
|------|---|---------------------------------------|---|---------------------------------------|---|---------------------------------------|
| 1951 | ..  | ..                                    | 355   | 19.5                                  | ..  | ..                                    |
| 1952 | ..  | ..                                    | 395   | 11.3                                  | ..  | ..                                    |
| 1953 | ..  | ..                                    | 445   | 12.7                                  | ..  | ..                                    |
| 1954 | ..  | ..                                    | 464   | 4.3                                   | ..  | ..                                    |
| 1955 | ..  | ..                                    | 575   | 23.9                                  | ..  | ..                                    |
| 1956 | ..  | ..                                    | 638   | 11.0                                  | ..  | ..                                    |
| 1957 | ..  | ..                                    | 729   | 14.3                                  | ..  | ..                                    |
| 1958 | ..  | ..                                    | 824   | 13.0                                  | ..  | ..                                    |
| 1959 | ..  | ..                                    | 941   | 14.2                                  | ..  | ..                                    |
| 1960 | ..  | ..                                    | 1 191   | 26.6                                  | ..  | ..                                    |
| 1961 | 1 990                                       | ..                                    | 1 575   | 32.2                                  | 415   | ..                                    |
| 1962 | 2 215                                       | 11.3                                  | 1 784   | 13.3                                  | 431   | 3.9                                   |
| 1963 | 2 439                                       | 10.1                                  | 1 953   | 9.5                                   | 486   | 12.8                                  |
| 1964 | 2 879                                       | 18.0                                  | 2 275   | 16.5                                  | 604   | 24.3                                  |
| 1965 | 3 325                                       | 15.5                                  | 2 664   | 17.1                                  | 661   | 9.4                                   |
| 1966 | 3 851                                       | 15.8                                  | 2 993   | 12.4                                  | 858   | 29.8                                  |
| 1967 | 4 016                                       | 4.3                                   | 3 145   | 5.1                                   | 871   | 1.5                                   |
| 1968 | 4 214                                       | 4.9                                   | 3 256   | 3.5                                   | 958   | 10.0                                  |
| 1969 | 4 927                                       | 16.9                                  | 3 748   | 15.1                                  | 1 179   | 23.1                                  |
| 1970 | 5 782                                       | 17.4                                  | 4 129   | 10.2                                  | 1 653   | 40.2                                  |
| 1971 | 6 973                                       | 20.6                                  | 4 591   | 11.2                                  | 2 382   | 44.1                                  |
| 1972 | 8 249                                       | 18.3                                  | 5 399   | 17.6                                  | 2 850   | 19.7                                  |
| 1973 | 9 003                                       | 9.1                                   | 5 953   | 10.3                                  | 3 051   | 7.0                                   |
| 1974 | 8 283                                       | -8.0                                  | 5 745   | -3.5                                  | 2 538   | -16.8                                 |
| 1975 | 8 927                                       | 7.8                                   | 5 984   | 4.2                                   | 2 943   | 16.0                                  |
| 1976 | 9 727                                       | 9.0                                   | 6 602   | 10.3                                  | 3 125   | 6.2                                   |
| 1977 | 10 505                                      | 8.0                                   | 6 834   | 3.5                                   | 3 671   | 17.5                                  |
| 1978 | 11 970                                      | 13.9                                  | 8 095   | 18.5                                  | 3 875   | 5.6                                   |

## Mean rates of growth (percentages)

|               |      |      |      |
|---------------|------|------|------|
| 1951-55       | ..   | 11.9 | ..   |
| 1956-60       | ..   | 16.2 | ..   |
| 1961-65       | 13.8 | 13.9 | 13.5 |
| 1966-70       | 10.8 | 8.5  | 17.5 |
| 1971-75       | 5.1  | 6.1  | 3.1  |
| 1976-78       | 11.0 | 10.8 | 11.5 |
| Last 20 years |      | 10.8 |      |
| 10 years      | 8.8  | 7.9  | 11.3 |
| 5 years       | 9.4  | 8.5  | 11.3 |

# Scheduled Services by UK Airlines 1967 - 1978

Table 1.3

|                               | Seat-km<br>available<br>(000 000) | Seat-km<br>used<br>(000 000) | As<br>percentage<br>of available | Tonne-km<br>available<br>(000 000) | Total   | Mail<br>(000 000) | Tonne-km used<br>Freight<br>(000 000) | Passenger<br>(000 000) | As<br>percentage<br>of available |
|-------------------------------|-----------------------------------|------------------------------|----------------------------------|------------------------------------|---------|-------------------|---------------------------------------|------------------------|----------------------------------|
| <b>All Services</b>           |                                   |                              |                                  |                                    |         |                   |                                       |                        |                                  |
| 1967                          | 24 106.1                          | 14 069.3                     | 58.4                             | 3 144.9                            | 1 678.6 | 64.4              | 399.6                                 | 1 214.6                | 53.4                             |
| 1968                          | 25 092.1                          | 14 094.7                     | 56.2                             | 3 255.9                            | 1 715.1 | 70.0              | 421.4                                 | 1 223.7                | 52.7                             |
| 1969                          | 28 245.2                          | 16 237.3                     | 57.5                             | 3 748.3                            | 2 025.7 | 83.7              | 531.0                                 | 1 411.0                | 54.0                             |
| 1970                          | 31 079.8                          | 17 432.1                     | 56.1                             | 4 128.9                            | 2 116.0 | 97.4              | 493.8                                 | 1 524.8                | 51.2                             |
| 1971                          | 34 377.8                          | 18 663.9                     | 54.3                             | 4 591.5                            | 2 270.0 | 88.9              | 541.0                                 | 1 639.1                | 49.4                             |
| 1972                          | 40 659.3                          | 22 169.5                     | 54.5                             | 5 399.3                            | 2 730.1 | 102.2             | 680.4                                 | 1 947.5                | 50.6                             |
| 1973                          | 45 551.5                          | 26 187.2                     | 57.5                             | 5 953.3                            | 3 210.7 | 111.3             | 795.8                                 | 2 303.6                | 53.9                             |
| 1974                          | 44 190.8                          | 25 396.8                     | 57.5                             | 5 744.6                            | 3 165.5 | 118.5             | 786.0                                 | 2 261.0                | 55.1                             |
| 1975                          | 45 922.6                          | 27 554.8                     | 60.0                             | 5 983.7                            | 3 316.5 | 132.1             | 725.3                                 | 2 459.1                | 55.4                             |
| 1976                          | 51 668.2                          | 31 078.1                     | 60.1                             | 6 602.4                            | 3 725.6 | 144.8             | 774.9                                 | 2 806.0                | 56.4                             |
| 1977                          | 53 162.0                          | 31 871.1                     | 60.0                             | 6 833.9                            | 3 928.1 | 159.0             | 861.1                                 | 2 908.0                | 57.5                             |
| 1978                          | 64 170.3                          | 40 441.6                     | 63.0                             | 8 094.8                            | 4 872.0 | 173.2             | 988.5                                 | 3 710.3                | 60.2                             |
| <b>International Services</b> |                                   |                              |                                  |                                    |         |                   |                                       |                        |                                  |
| 1967                          | 20 916.4                          | 12 127.5                     | 58.0                             | 2 839.6                            | 1 497.0 | 61.7              | 376.8                                 | 1 058.5                | 52.7                             |
| 1968                          | 21 968.2                          | 12 234.1                     | 55.7                             | 2 955.5                            | 1 536.5 | 67.3              | 395.5                                 | 1 073.7                | 52.0                             |
| 1969                          | 25 220.0                          | 14 328.9                     | 56.8                             | 3 455.9                            | 1 844.0 | 81.0              | 505.5                                 | 1 257.5                | 53.4                             |
| 1970                          | 27 912.6                          | 15 440.2                     | 55.3                             | 3 818.5                            | 1 931.9 | 94.4              | 474.0                                 | 1 363.5                | 50.6                             |
| 1971                          | 31 172.4                          | 16 692.2                     | 53.5                             | 4 272.4                            | 2 086.7 | 86.4              | 523.4                                 | 1 476.9                | 48.8                             |
| 1972                          | 37 260.6                          | 20 002.5                     | 53.7                             | 5 054.6                            | 2 526.3 | 99.1              | 658.7                                 | 1 768.5                | 50.0                             |
| 1973                          | 41 825.6                          | 23 745.9                     | 56.8                             | 5 568.7                            | 2 984.4 | 108.0             | 771.1                                 | 2 105.3                | 53.6                             |
| 1974                          | 40 612.0                          | 23 140.8                     | 57.0                             | 5 375.1                            | 2 951.8 | 115.5             | 763.9                                 | 2 072.4                | 54.9                             |
| 1975                          | 42 536.2                          | 25 398.4                     | 59.7                             | 5 639.5                            | 3 117.7 | 129.3             | 711.1                                 | 2 277.3                | 55.3                             |
| 1976                          | 47 845.0                          | 28 751.6                     | 60.1                             | 6 214.6                            | 3 513.4 | 142.1             | 761.3                                 | 2 610.1                | 56.5                             |
| 1977                          | 49 807.4                          | 29 790.0                     | 59.8                             | 6 508.4                            | 3 738.3 | 156.4             | 849.9                                 | 2 732.0                | 57.4                             |
| 1978                          | 60 234.8                          | 37 997.0                     | 63.1                             | 7 714.8                            | 4 651.2 | 170.2             | 977.1                                 | 3 503.8                | 60.3                             |
| <b>Domestic Services</b>      |                                   |                              |                                  |                                    |         |                   |                                       |                        |                                  |
| 1967                          | 3 189.7                           | 1 941.7                      | 60.9                             | 305.3                              | 181.6   | 2.7               | 22.8                                  | 156.1                  | 59.5                             |
| 1968                          | 3 123.9                           | 1 860.6                      | 59.6                             | 300.4                              | 178.6   | 2.7               | 25.9                                  | 150.0                  | 59.5                             |
| 1969                          | 3 025.1                           | 1 908.4                      | 63.1                             | 292.4                              | 181.7   | 2.7               | 25.5                                  | 153.5                  | 62.1                             |
| 1970                          | 3 167.3                           | 1 991.9                      | 62.9                             | 310.4                              | 184.0   | 2.9               | 19.8                                  | 161.3                  | 59.3                             |
| 1971                          | 3 205.3                           | 1 971.8                      | 61.5                             | 319.0                              | 182.3   | 2.5               | 17.6                                  | 162.2                  | 57.1                             |
| 1972                          | 3 398.8                           | 2 167.0                      | 63.8                             | 344.7                              | 203.8   | 3.0               | 21.8                                  | 179.0                  | 59.1                             |
| 1973                          | 3 725.9                           | 2 441.2                      | 65.5                             | 384.7                              | 226.3   | 3.3               | 24.7                                  | 198.3                  | 58.8                             |
| 1974                          | 3 578.8                           | 2 256.1                      | 63.0                             | 369.5                              | 213.7   | 3.0               | 22.1                                  | 188.6                  | 57.8                             |
| 1975                          | 3 386.4                           | 2 156.4                      | 63.7                             | 344.2                              | 198.8   | 2.9               | 14.2                                  | 181.8                  | 57.8                             |
| 1976                          | 3 823.2                           | 2 326.5                      | 60.8                             | 387.8                              | 212.2   | 2.7               | 13.7                                  | 195.9                  | 54.7                             |
| 1977                          | 3 354.7                           | 2 081.1                      | 62.0                             | 325.4                              | 189.8   | 2.6               | 11.2                                  | 175.9                  | 58.3                             |
| 1978                          | 3 935.5                           | 2 444.6                      | 62.1                             | 379.9                              | 220.8   | 2.9               | 11.4                                  | 206.5                  | 58.1                             |

# Non-scheduled Services by UK Airlines 1967 - 1978

Table 1.4

## 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 |
| 1967 | 871.0                        | 21.7                          | 300.0                        | 7.5                           | 138.1  | 3.4                           | 432.9                        | 10.8                          |
| 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 | 3 670.9                      | 34.9                          | 1 119.9                      | 10.7                          | 793.2  | 7.6                           | 1 757.9                      | 16.7                          |
| 1978 | 3 875.2                      | 32.4                          | 1 234.7                      | 10.3                          | 616.1  | 5.1                           | 2 024.4                      | 16.9                          |

## Load Factors and Distances

|                        | 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) |
|------------------------|-----------------------------|------------------------|----------------------------|--------------------------|------------------------|-------------------|-------------------------------------|-------------------------------------|
| <i>Inclusive Tours</i> |                             |                        |                            |                          |                        |                   |                                     |                                     |
| 1967                   | 3 474.5                     | 2 850.2                | 82.0                       | 2 351.2                  | 32 725                 | 36 032            | 1 101                               | 1 212                               |
| 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                    | 12 493.4               | 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                 | 91 139            | 1 527                               | 1 582                               |
| 1977                   | 12 818.9                    | 10 795.7               | 84.2                       | 6 825.4                  | 64 678                 | 97 398            | 1 506                               | 1 582                               |
| 1978                   | 14 229.3                    | 12 571.4               | 88.3                       | 7 673.3                  | 68 608                 | 107 816           | 1 571                               | 1 638                               |

## Other Separate Fare and Advance Booking Charters

|      |         |         |      |         |        |        |       |       |
|------|---------|---------|------|---------|--------|--------|-------|-------|
| 1967 | 1 496.1 | 1 096.8 | 73.3 | 361.5   | 8 016  | 13 109 | 1 635 | 3 034 |
| 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 | 8 189.5 | 6 785.6 | 82.9 | 1 730.5 | 17 616 | 41 555 | 2 359 | 3 921 |
| 1978 | 6 312.2 | 5 068.2 | 80.3 | 1 534.6 | 15 143 | 33 212 | 2 193 | 3 303 |

# All Scheduled Services 1978

**Table 1.5.1**

|                                  | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km           |                   | ~% of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Total<br>(000)   | Mail<br>(000)  | Tonne-km used  |                     | % of<br>available |
|----------------------------------|----------------------|------------------|-------------------|----------------------------------|-------------------|-------------------|--------------------|-----------------------------|--------------------------------|------------------|----------------|----------------|---------------------|-------------------|
|                                  |                      |                  |                   |                                  | Avail.<br>(000)   | Used<br>(000)     |                    |                             |                                |                  |                | Cargo<br>(000) | Passengers<br>(000) |                   |
| <b>Passenger Services</b>        |                      |                  |                   |                                  |                   |                   |                    |                             |                                |                  |                |                |                     |                   |
| British Airways                  | 254 082              | 212 347          | 406 205           | 15 916 434                       | 55 584 321        | 35 354 913        | 63.6               | 160 898                     | 6 673 038                      | 4 079 640        | 161 474        | 654 146        | 3 264 009           | 61.1              |
| British Airways Helicopters      | 231                  | 3 779            | 1 248             | 89 138                           | 7 371             | 5 437             | 73.8               | 130                         | 491                            | 420              | 2              | 6              | 412                 | 85.6              |
| British Caledonian Airways       | 33 878               | 35 031           | 57 126            | 1 379 617                        | 4 814 762         | 2 742 939         | 57.0               | 17 720                      | 596 973                        | 314 887          | 5 835          | 62 066         | 246 986             | 52.7              |
| Air Anglia                       | 9 598                | 26 070           | 27 498            | 375 502                          | 372 100           | 176 223           | 47.4               | 1 120                       | 39 135                         | 18 154           | 0              | 596            | 17 558              | 46.4              |
| Air Wales                        | 651                  | 1 957            | 2 261             | 8 327                            | 8 071             | 3 007             | 37.3               | 2                           | 637                            | 234              | 0              | 1              | 233                 | 36.7              |
| Air Westward                     | 897                  | 2 003            | 3 551             | 9 077                            | 9 711             | 4 170             | 42.9               | 0                           | 770                            | 354              | 0              | 0              | 354                 | 46.0              |
| Aurigny Air Services             | 1 248                | 21 913           | 6 859             | 222 257                          | 17 700            | 12 272            | 69.3               | 1 123                       | 1 702                          | 1 038            | 5              | 52             | 981                 | 61.0              |
| British Air Ferries              | 2 339                | 9 096            | 8 866             | 178 004                          | 78 372            | 40 699            | 51.9               | 4 555                       | 10 203                         | 5 159            | 0              | 1 443          | 3 716               | 50.6              |
| British Island Airways           | 4 317                | 19 723           | 17 096            | 573 360                          | 215 844           | 122 618           | 56.8               | 2 040                       | 19 864                         | 10 837           | 10             | 409            | 10 418              | 54.6              |
| British Midland Airways          | 5 476                | 17 654           | 17 208            | 606 456                          | 409 612           | 213 690           | 52.2               | 1 878                       | 34 956                         | 17 394           | 2              | 705            | 16 687              | 49.8              |
| Brymon Airways                   | 1 045                | 5 079            | 4 689             | 56 635                           | 28 650            | 14 902            | 52.0               | 22                          | 2 776                          | 1 220            | 0              | 4              | 1 216               | 44.0              |
| Burnthills Aviation              | 2                    | 17               | 11                | 16                               | 8                 | 2                 | 23.5               | 0                           | 2                              | 0                | 0              | 0              | 0                   | 8.8               |
| Dan-Air Services                 | 5 467                | 17 121           | 17 200            | 459 496                          | 339 967           | 178 035           | 52.4               | 221                         | 27 809                         | 14 817           | 0              | 117            | 14 700              | 53.3              |
| Haywards Aviation                | 199                  | 1 147            | 928               | 3 575                            | 1 352             | 662               | 49.0               | 26                          | 135                            | 53               | 0              | 4              | 50                  | 39.5              |
| Intra Airways                    | 662                  | 3 845            | 2 968             | 104 629                          | 38 448            | 22 956            | 59.7               | 7                           | 2 825                          | 1 752            | 0              | 1              | 1 752               | 62.0              |
| Laker Airways                    | 7 106                | 1 167            | 9 288             | 263 933                          | 2 228 139         | 1 539 947         | 69.1               | 0                           | 225 829                        | 130 393          | 0              | 0              | 130 393             | 57.7              |
| Loganair                         | 1 471                | 17 562           | 7 604             | 89 908                           | 15 866            | 9 097             | 57.3               | 0                           | 1 442                          | 826              | 0              | 0              | 826                 | 57.3              |
| <b>TOTAL Passengers Services</b> | <b>328 668</b>       | <b>395 511</b>   | <b>590 604</b>    | <b>20 336 364</b>                | <b>64 170 292</b> | <b>40 441 569</b> | <b>63.0</b>        | <b>189 742</b>              | <b>7 638 587</b>               | <b>4 597 179</b> | <b>167 328</b> | <b>719 550</b> | <b>3 710 290</b>    | <b>60.2</b>       |
| <b>Cargo Services</b>            |                      |                  |                   |                                  |                   |                   |                    |                             |                                |                  |                |                |                     |                   |
| British Airways                  | 13 817               | 7 815            | 19 418            | 0                                | 0                 | 0                 | 0.0                | 58 728                      | 358 818                        | 230 902          | 3 482          | 227 417        | 0                   | 64.4              |
| British Caledonian Airways       | 2 680                | 1 273            | 3 796             | 0                                | 0                 | 0                 | 0.0                | 10 533                      | 90 302                         | 39 780           | 2 070          | 37 710         | 0                   | 44.1              |
| Air Freight                      | 265                  | 1 255            | 1 390             | 0                                | 0                 | 0                 | 0.0                | 3 034                       | 895                            | 634              | 0              | 634            | 0                   | 70.9              |
| Air-Bridge Carriers              | 363                  | 2 138            | 1 356             | 0                                | 0                 | 0                 | 0.0                | 8 090                       | 2 270                          | 1 449            | 0              | 1 449          | 0                   | 63.8              |
| British Island Airways           | 796                  | 2 975            | 2 986             | 0                                | 0                 | 0                 | 0.0                | 7 067                       | 3 665                          | 1 873            | 274            | 1 599          | 0                   | 51.1              |
| Intra Airways                    | 60                   | 347              | 312               | 0                                | 0                 | 0                 | 0.0                | 823                         | 230                            | 158              | 0              | 158            | 0                   | 68.6              |
| <b>TOTAL Cargo Services</b>      | <b>17 981</b>        | <b>15 803</b>    | <b>29 258</b>     | <b>0</b>                         | <b>0</b>          | <b>0</b>          | <b>0.0</b>         | <b>88 274</b>               | <b>456 179</b>                 | <b>274 795</b>   | <b>5 826</b>   | <b>268 966</b> | <b>0</b>            | <b>60.2</b>       |
| <b>GRAND TOTAL</b>               | <b>346 649</b>       | <b>411 314</b>   | <b>619 862</b>    | <b>20 336 364</b>                | <b>64 170 292</b> | <b>40 441 569</b> | <b>63.0</b>        | <b>278 016</b>              | <b>8 094 766</b>               | <b>4 871 974</b> | <b>173 154</b> | <b>988 516</b> | <b>3 710 290</b>    | <b>60.2</b>       |

# International Scheduled Services 1978

**Table 1.5.2**

|                                 | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |                   | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne km<br>available<br>(000) | Total<br>(000)   | Mail<br>(000)  | Tonne-km used  |                     | % of<br>available |
|---------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|-------------------|-------------------|-----------------------------|--------------------------------|------------------|----------------|----------------|---------------------|-------------------|
|                                 |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000)     |                   |                             |                                |                  |                | Cargo<br>(000) | Passengers<br>(000) |                   |
| <b>Passenger Services</b>       |                      |                  |                   |                                  |                    |                   |                   |                             |                                |                  |                |                |                     |                   |
| British Airways                 | 225 681              | 134 930          | 330 652           | 11 524 900                       | 52 751 167         | 33 531 824        | 63.6              | 148 248                     | 6 409 249                      | 3 920 627        | 160 529        | 650 565        | 3 109 523           | 61.2              |
| British Caledonian Airways      | 28 877               | 19 831           | 44 125            | 888 938                          | 4 396 511          | 2 532 215         | 57.6              | 13 226                      | 556 278                        | 296 243          | 5 768          | 61 325         | 229 150             | 53.3              |
| Air Anglia                      | 6 318                | 12 020           | 16 312            | 236 157                          | 285 652            | 124 977           | 43.8              | 1 026                       | 29 640                         | 13 009           | 0              | 555            | 12 454              | 43.9              |
| Air Wales                       | 576                  | 1 584            | 1 957             | 6 762                            | 7 412              | 2 694             | 36.3              | 2                           | 585                            | 208              | 0              | 1              | 207                 | 35.5              |
| Air Westward                    | 529                  | 972              | 2 033             | 4 578                            | 5 702              | 2 456             | 43.1              | 0                           | 446                            | 209              | 0              | 0              | 209                 | 46.8              |
| Aurigny Air Services            | 1 248                | 21 913           | 6 859             | 222 257                          | 17 700             | 12 272            | 69.3              | 1 123                       | 1 702                          | 1 038            | 5              | 52             | 981                 | 61.0              |
| British Air Ferries             | 2 339                | 9 096            | 8 866             | 178 004                          | 78 372             | 40 699            | 51.9              | 4 555                       | 10 203                         | 5 159            | 0              | 1 443          | 3 716               | 50.6              |
| British Island Airways          | 2 264                | 8 503            | 8 850             | 229 835                          | 113 120            | 57 575            | 50.9              | 462                         | 10 418                         | 5 030            | 0              | 139            | 4 890               | 48.3              |
| British Midland Airways         | 1 685                | 4 669            | 5 302             | 97 333                           | 123 606            | 43 233            | 35.0              | 528                         | 9 724                          | 3 614            | 0              | 243            | 3 372               | 37.2              |
| Brymon Airways                  | 299                  | 1 447            | 1 361             | 7 429                            | 4 936              | 1 922             | 38.9              | 4                           | 463                            | 157              | 0              | 1              | 156                 | 33.9              |
| Dan-Air Services                | 3 059                | 6 239            | 8 485             | 185 702                          | 201 602            | 95 394            | 47.3              | 139                         | 16 583                         | 7 969            | 0              | 88             | 7 882               | 48.1              |
| Haywards Aviation               | 79                   | 542              | 336               | 1 385                            | 469                | 204               | 43.4              | 6                           | 44                             | 16               | 0              | 1              | 15                  | 35.6              |
| Intra Airways                   | 339                  | 2 400            | 1 547             | 59 427                           | 20 436             | 11 596            | 56.7              | 2                           | 1 529                          | 884              | 0              | 1              | 884                 | 57.9              |
| Laker Airways                   | 7 106                | 1 167            | 9 288             | 263 933                          | 2 228 139          | 1 539 947         | 69.1              | 0                           | 225 829                        | 130 393          | 0              | 0              | 130 393             | 57.7              |
| <b>TOTAL Passenger Services</b> | <b>280 400</b>       | <b>225 313</b>   | <b>445 970</b>    | <b>13 906 640</b>                | <b>60 234 825</b>  | <b>37 997 007</b> | <b>63.1</b>       | <b>169 319</b>              | <b>7 272 694</b>               | <b>4 384 555</b> | <b>166 302</b> | <b>714 412</b> | <b>3 503 831</b>    | <b>60.3</b>       |
| <b>Cargo Services</b>           |                      |                  |                   |                                  |                    |                   |                   |                             |                                |                  |                |                |                     |                   |
| British Airways                 | 13 430               | 6 902            | 18 579            | 0                                | 0                  | 0                 | 0.0               | 51 907                      | 352 313                        | 227 439          | 3 471          | 223 965        | 0                   | 64.6              |
| British Caledonian Airways      | 2 403                | 776              | 3 215             | 0                                | 0                  | 0                 | 0.0               | 8 388                       | 88 006                         | 38 174           | 472            | 37 702         | 0                   | 43.4              |
| Air Freight                     | 265                  | 1 255            | 1 390             | 0                                | 0                  | 0                 | 0.0               | 3 034                       | 895                            | 634              | 0              | 634            | 0                   | 70.9              |
| British Island Airways          | 192                  | 400              | 659               | 0                                | 0                  | 0                 | 0.0               | 673                         | 881                            | 366              | 0              | 366            | 0                   | 41.5              |
| Intra Airways                   | 6                    | 40               | 26                | 0                                | 0                  | 0                 | 0.0               | 86                          | 32                             | 23               | 0              | 23             | 0                   | 69.5              |
| <b>TOTAL Cargo Services</b>     | <b>16 295</b>        | <b>9 373</b>     | <b>23 869</b>     | <b>0</b>                         | <b>0</b>           | <b>0</b>          | <b>0.0</b>        | <b>64 087</b>               | <b>442 127</b>                 | <b>266 634</b>   | <b>3 942</b>   | <b>262 689</b> | <b>0</b>            | <b>60.3</b>       |
| <b>GRAND TOTAL</b>              | <b>296 695</b>       | <b>234 686</b>   | <b>469 840</b>    | <b>13 906 640</b>                | <b>60 234 825</b>  | <b>37 997 007</b> | <b>63.1</b>       | <b>233 407</b>              | <b>7 714 821</b>               | <b>4 651 189</b> | <b>170 244</b> | <b>977 101</b> | <b>3 503 831</b>    | <b>60.3</b>       |

# Domestic Scheduled Services 1978

**Table 1.5.3**

|                                 | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |                  | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Total<br>(000) | Mail<br>(000) | Tonne-km used  |                     | % of<br>available |
|---------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|------------------|-------------------|-----------------------------|--------------------------------|----------------|---------------|----------------|---------------------|-------------------|
|                                 |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000)    |                   |                             |                                |                |               | Cargo<br>(000) | Passengers<br>(000) |                   |
| <b>Passenger Services</b>       |                      |                  |                   |                                  |                    |                  |                   |                             |                                |                |               |                |                     |                   |
| British Airways                 | 28 401               | 77 417           | 75 554            | 4 391 534                        | 2 833 154          | 1 823 089        | 64.3              | 12 650                      | 263 789                        | 159 013        | 945           | 3 581          | 154 486             | 60.3              |
| British Airways Helicopters     | 231                  | 3 779            | 1 248             | 89 138                           | 7 371              | 5 437            | 73.8              | 130                         | 491                            | 420            | 2             | 6              | 412                 | 85.6              |
| British Caledonian Airways      | 5 002                | 15 200           | 13 002            | 490 679                          | 418 250            | 210 725          | 50.4              | 4 494                       | 40 696                         | 18 644         | 67            | 742            | 17 835              | 45.8              |
| Air Anglia                      | 3 281                | 14 050           | 11 186            | 139 345                          | 86 448             | 51 246           | 59.3              | 94                          | 9 495                          | 5 145          | 0             | 42             | 5 103               | 54.2              |
| Air Wales                       | 75                   | 373              | 304               | 1 565                            | 659                | 313              | 47.5              | 0                           | 52                             | 26             | 0             | 0              | 26                  | 49.9              |
| Air Westward                    | 368                  | 1 031            | 1 518             | 4 499                            | 4 009              | 1 714            | 42.8              | 0                           | 324                            | 146            | 0             | 0              | 146                 | 45.0              |
| British Island Airways          | 2 053                | 11 220           | 8 246             | 343 525                          | 102 724            | 65 043           | 63.3              | 1 578                       | 9 445                          | 5 807          | 10            | 270            | 5 528               | 61.5              |
| British Midland Airways         | 3 791                | 12 985           | 11 906            | 509 123                          | 286 006            | 170 456          | 59.6              | 1 350                       | 25 232                         | 13 780         | 2             | 462            | 13 315              | 54.6              |
| Brymon Airways                  | 745                  | 3 632            | 3 328             | 49 206                           | 23 714             | 12 980           | 54.7              | 19                          | 2 314                          | 1 063          | 0             | 3              | 1 060               | 46.0              |
| Burnthills Aviation             | 2                    | 17               | 11                | 16                               | 8                  | 2                | 23.5              | 0                           | 2                              | 0              | 0             | 0              | 0                   | 8.8               |
| Dan-Air Services                | 2 407                | 10 882           | 8 715             | 273 794                          | 138 365            | 82 641           | 59.7              | 82                          | 11 226                         | 6 847          | 0             | 29             | 6 818               | 61.0              |
| Haywards Aviation               | 120                  | 605              | 593               | 2 190                            | 883                | 458              | 51.9              | 21                          | 91                             | 38             | 0             | 3              | 35                  | 41.4              |
| Intra Airways                   | 322                  | 1 445            | 1 421             | 45 202                           | 18 011             | 11 360           | 63.1              | 5                           | 1 296                          | 868            | 0             | 0              | 868                 | 67.0              |
| Loganair                        | 1 471                | 17 562           | 7 604             | 89 908                           | 15 866             | 9 097            | 57.3              | 0                           | 1 442                          | 826            | 0             | 0              | 826                 | 57.3              |
| <b>TOTAL Passenger Services</b> | <b>48 268</b>        | <b>170 198</b>   | <b>144 633</b>    | <b>6 429 724</b>                 | <b>3 935 467</b>   | <b>2 444 562</b> | <b>62.1</b>       | <b>20 422</b>               | <b>365 894</b>                 | <b>212 624</b> | <b>1 026</b>  | <b>5 138</b>   | <b>206 459</b>      | <b>58.1</b>       |
| <b>Cargo Services</b>           |                      |                  |                   |                                  |                    |                  |                   |                             |                                |                |               |                |                     |                   |
| British Airways                 | 387                  | 913              | 839               | 0                                | 0                  | 0                | 0.0               | 6 820                       | 6 505                          | 3 463          | 11            | 3 452          | 0                   | 53.2              |
| British Caledonian Airways      | 278                  | 497              | 581               | 0                                | 0                  | 0                | 0.0               | 2 145                       | 2 295                          | 1 606          | 1 599         | 8              | 0                   | 70.0              |
| Air-Bridge Carriers             | 363                  | 2 138            | 1 356             | 0                                | 0                  | 0                | 0.0               | 8 090                       | 2 270                          | 1 449          | 0             | 1 449          | 0                   | 63.8              |
| British Island Airways          | 604                  | 2 575            | 2 327             | 0                                | 0                  | 0                | 0.0               | 6 394                       | 2 784                          | 1 507          | 274           | 1 233          | 0                   | 54.1              |
| Intra Airways                   | 53                   | 307              | 285               | 0                                | 0                  | 0                | 0.0               | 737                         | 198                            | 135            | 0             | 135            | 0                   | 68.5              |
| <b>TOTAL Cargo Services</b>     | <b>1 686</b>         | <b>6 430</b>     | <b>5 389</b>      | <b>0</b>                         | <b>0</b>           | <b>0</b>         | <b>0.0</b>        | <b>24 186</b>               | <b>14 052</b>                  | <b>8 161</b>   | <b>1 884</b>  | <b>6 277</b>   | <b>0</b>            | <b>58.1</b>       |
| <b>GRAND TOTAL</b>              | <b>49 954</b>        | <b>176 628</b>   | <b>150 022</b>    | <b>6 429 724</b>                 | <b>3 935 467</b>   | <b>2 444 562</b> | <b>62.1</b>       | <b>44 608</b>               | <b>379 946</b>                 | <b>220 785</b> | <b>2 909</b>  | <b>11 415</b>  | <b>206 459</b>      | <b>58.1</b>       |

# All Non-scheduled Services 1978

**Table 1.6.1**

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | *Cargo<br>tonnes<br>uplifted | Tonne km<br>available<br>(000) | Total<br>(000) | Tonne-km used  |                     | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|------------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   |                              |                                |                | Cargo<br>(000) | Passengers<br>(000) |                   |
| British Airways                | 9 219                | 5 454            | 15 636            | 317 559                          | 1 446 505          | 1 092 617     | 75.5              | 19 013                       | 193 030                        | 119 017        | 19 984         | 99 032              | 61.7              |
| British Airtours               | 14 659               | 6 690            | 21 337            | 991 170                          | 2 770 256          | 2 208 737     | 79.7              | 0                            | 252 835                        | 190 922        | 0              | 190 922             | 75.5              |
| British Airways Helicopters    | 5 623                | 38 198           | 28 049            | 397 871                          | 120 369            | 62 649        | 52.0              | 2 259                        | 11 747                         | 5 359          | 321            | 5 038               | 45.6              |
| British Caledonian Airways     | 12 956               | 7 323            | 20 107            | 510 805                          | 839 031            | 684 279       | 81.6              | 24 758                       | 273 162                        | 193 935        | 134 644        | 59 291              | 71.0              |
| Air Anglia                     | 359                  | 1 422            | 1 399             | 3 127                            | 2 526              | 841           | 33.3              | 0                            | 255                            | 85             | 1              | 84                  | 33.5              |
| Air Faisal                     | 480                  | 183              | 1 048             | 0                                | 0                  | 0             | 0.0               | 2 854                        | 8 235                          | 7 422          | 7 422          | 0                   | 90.1              |
| Air Freight                    | 512                  | 1 621            | 2 543             | 16 401                           | 8 885              | 5 288         | 59.5              | 1 151                        | 1 614                          | 1006           | 606            | 400                 | 62.4              |
| Air Westward                   | 5                    | 8                | 20                | 78                               | 59                 | 54            | 92.0              | 0                            | 5                              | 4              | 0              | 4                   | 91.7              |
| Air-Bridge Carriers            | 1 253                | 2 316            | 3 668             | 5 780                            | 4 771              | 2 329         | 48.8              | 10 214                       | 17 195                         | 7 124          | 6 931          | 193                 | 41.4              |
| Alidair                        | 1 387                | 4 739            | 4 672             | 161 080                          | 83 676             | 46 249        | 55.3              | 129                          | 7 100                          | 3 562          | 154            | 3 408               | 50.2              |
| Bristow Helicopters            | 7 133                | 46 129           | 41 811            | 449 204                          | 118 512            | 80 439        | 67.9              | 2 207                        | 10 072                         | 7 637          | 388            | 7 249               | 75.8              |
| Britannia Airways              | 38 997               | 22 872           | 61 567            | 2 678 165                        | 5 068 957          | 4 589 274     | 90.5              | 75                           | 431 085                        | 390 236        | 87             | 390 149             | 90.5              |
| British Air Ferries            | 1 263                | 2 958            | 4 843             | 19 792                           | 19 605             | 8 162         | 41.6              | 4 456                        | 7 003                          | 2 819          | 2 085          | 733                 | 40.2              |
| British Executive Air Services | 1 323                | 52 196           | 8 411             | 237 634                          | 17 352             | 6 049         | 34.9              | 485                          | 1 638                          | 584            | 14             | 570                 | 35.7              |
| British Island Airways         | 951                  | 2 122            | 3 014             | 13 350                           | 11 425             | 8 816         | 77.2              | 2 130                        | 4 793                          | 2 304          | 1 552          | 752                 | 48.1              |
| British Midland Airways        | 9 737                | 8 979            | 17 085            | 580 804                          | 1 280 828          | 693 962       | 54.2              | 9 851                        | 194 496                        | 91 616         | 36 596         | 55 019              | 47.1              |
| Brymon Airways                 | 4                    | 15               | 16                | 124                              | 75                 | 31            | 41.3              | 0                            | 6                              | 3              | 0              | 3                   | 40.1              |
| Dan-Air Services               | 53 362               | 43 382           | 95 705            | 3 449 123                        | 6 017 281          | 5 120 634     | 85.1              | 808                          | 565 287                        | 477 043        | 66 810         | 410 234             | 84.4              |
| General Aviation Services      | 318                  | 831              | 1 353             | 0                                | 0                  | 0             | 0.0               | 813                          | 1 810                          | 924            | 924            | 0                   | 51.0              |
| I.A.S. Cargo Airlines          | 13 126               | 4 152            | 18 696            | 0                                | 0                  | 0             | 0.0               | 47 283                       | 499 972                        | 327 751        | 327 751        | 0                   | 65.6              |
| Intra Airways                  | 1 088                | 2 299            | 3 140             | 91 881                           | 75 411             | 46 592        | 61.8              | 1 261                        | 12 501                         | 6 672          | 3 107          | 3 565               | 53.4              |
| Invicta International Airlines | 695                  | 519              | 1 593             | 0                                | 0                  | 0             | 0.0               | 3 523                        | 11 166                         | 6 272          | 6 272          | 0                   | 56.2              |
| Laker Airways                  | 24 058               | 9 523            | 38 182            | 1 116 743                        | 4 722 797          | 3 799 968     | 80.5              | 0                            | 466 578                        | 318 622        | 0              | 318 622             | 68.3              |
| Loganair                       | 1 645                | 7 157            | 7 361             | 42 122                           | 21 630             | 11 583        | 53.6              | 0                            | 1 966                          | 1 063          | 0              | 1 063               | 54.1              |
| Management Aviation            | 995                  | 14 824           | 5 134             | 49 624                           | 7 093              | 4 229         | 59.6              | 380                          | 600                            | 354            | 27             | 327                 | 59.0              |
| Monarch Airlines               | 12 920               | 8 471            | 20 708            | 946 621                          | 1 926 623          | 1 557 462     | 80.8              | 45                           | 189 298                        | 141 798        | 419            | 141 379             | 74.9              |
| North Scottish Helicopters     | 2 224                | 50 215           | 11 123            | 150 437                          | 8 951              | 6 688         | 74.7              | 0                            | 688                            | 516            | 0              | 516                 | 75.0              |
| Pelican Air Transport          | 1 535                | 485              | 2 107             | 0                                | 0                  | 0             | 0.0               | 2 626                        | 64 779                         | 44 165         | 44 165         | 0                   | 68.2              |
| Redcoat Air Cargo              | 1 285                | 482              | 2 745             | 0                                | 0                  | 0             | 0.0               | 3 167                        | 20 042                         | 9 505          | 9 505          | 0                   | 47.4              |
| Scimitar Airlines              | 277                  | 85               | 389               | 0                                | 0                  | 0             | 0.0               | 270                          | 10 911                         | 6 802          | 6 802          | 0                   | 62.3              |
| Southern Int-Air Transport     | 134                  | 238              | 345               | 1 896                            | 1 987              | 855           | 43.0              | 534                          | 688                            | 365            | 293            | 72                  | 53.1              |
| Tradewinds Airways             | 8 013                | 3 045            | 13 065            | 0                                | 0                  | 0             | 0.0               | 40 990                       | 288 940                        | 169 021        | 169 021        | 0                   | 58.5              |
| Transmeridian Air Cargo        | 10 164               | 3 180            | 18 315            | 0                                | 0                  | 0             | 0.0               | 27 440                       | 325 688                        | 176 691        | 176 691        | 0                   | 54.3              |
| Total                          | 237 699              | 352 113          | 475 186           | 12 231 391                       | 24 574 605         | 20 037 788    | 81.5              | 208 732                      | 3 875 181                      | 2 711 200      | 1 022 573      | 1 688 627           | 70.0              |
| Class 5A Licence TOTAL         | 7 650                | 6 942            | 13 601            | 298 985                          | 730 289            | 461 215       | 63.2              | N/A                          | 190 701                        | 132 493        | 93 288         | 39 205              | 69.5              |
| TOTAL Excludes 5A Licence      | 230 049              | 345 171          | 461 585           | 11 932 406                       | 23 844 316         | 19 576 573    | 82.1              | 208 732                      | 3 684 480                      | 2 578 707      | 929 285        | 1 649 422           | 70.0              |

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



# International Non-scheduled Services 1978

Table 1.6.2

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |                   | % of<br>uplifted | *Cargo<br>tonnes<br>(000) | Tonne km<br>available<br>(000) | Total<br>(000) | Tonne-km used  |                     | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|-------------------|------------------|---------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>available |                  |                           |                                |                | Cargo<br>(000) | Passengers<br>(000) |                   |
| British Airways                | 9 092                | 5 043            | 15 230            | 305 373                          | 1 438 324          | 1 088 428         | 75.7             | 19 005                    | 192 338                        | 118 697        | 19 980         | 98 717              | 61.7              |
| British Airtours               | 14 659               | 6 690            | 21 337            | 991 170                          | 2 770 256          | 2 208 737         | 79.7             | 0                         | 252 835                        | 190 922        | 0              | 190 922             | 75.6              |
| British Airways Helicopters    | 5 595                | 37 685           | 27 905            | 397 274                          | 119 762            | 62 565            | 52.2             | 1 962                     | 11 688                         | 5 345          | 315            | 5 030               | 45.7              |
| British Caledonian Airways     | 12 956               | 7 323            | 20 107            | 510 805                          | 839 031            | 684 279           | 81.6             | 24 758                    | 273 162                        | 193 935        | 134 644        | 59 291              | 71.0              |
| Air Anglia                     | 99                   | 198              | 361               | 485                              | 716                | 271               | 37.8             | 0                         | 70                             | 28             | 1              | 27                  | 40.2              |
| Air Faisal                     | 480                  | 183              | 1 048             | 0                                | 0                  | 0                 | 0.0              | 2 854                     | 8 235                          | 7 422          | 7 422          | 0                   | 90.1              |
| Air Freight                    | 309                  | 917              | 1 472             | 2 273                            | 2 509              | 1 257             | 50.1             | 1 074                     | 1 040                          | 688            | 588            | 98                  | 66.0              |
| Air Westward                   | 5                    | 6                | 18                | 60                               | 54                 | 51                | 92.7             | 0                         | 5                              | 4              | 0              | 4                   | 91.2              |
| Air-Bridge Carriers            | 851                  | 974              | 2 222             | 3 055                            | 3 602              | 1 553             | 43.1             | 5 159                     | 12 931                         | 5 608          | 5 378          | 130                 | 42.6              |
| Alidair                        | 774                  | 2 715            | 2 733             | 91 119                           | 47 354             | 24 884            | 52.5             | 10                        | 3 639                          | 1 920          | 105            | 1 815               | 52.7              |
| Bristow Helicopters            | 7 133                | 46 129           | 41 811            | 449 204                          | 118 512            | 80 439            | 67.9             | 2 207                     | 10 072                         | 7 637          | 388            | 7 249               | 75.8              |
| Britannia Airways              | 38 995               | 22 869           | 61 563            | 2 677 996                        | 5 068 715          | 4 589 160         | 90.5             | 65                        | 431 065                        | 390 221        | 82             | 390 139             | 90.5              |
| British Air Ferries            | 1 129                | 2 612            | 4 357             | 15 744                           | 17 306             | 6 812             | 39.4             | 4 064                     | 6 315                          | 2 521          | 1 906          | 615                 | 39.9              |
| British Executive Air Services | 1 323                | 52 196           | 8 411             | 237 634                          | 17 352             | 6 049             | 34.9             | 485                       | 1 638                          | 584            | 14             | 570                 | 35.7              |
| British Island Airways         | 399                  | 903              | 1 185             | 10 344                           | 10 349             | 8 117             | 78.4             | 5                         | 2 246                          | 1 198          | 509            | 689                 | 53.3              |
| British Midland Airways        | 8 218                | 5 641            | 13 688            | 430 777                          | 1 152 000          | 625 782           | 54.3             | 9 047                     | 181 847                        | 85 892         | 36 180         | 49 712              | 47.2              |
| Brymon Airways                 | 4                    | 15               | 16                | 124                              | 75                 | 31                | 41.3             | 0                         | 6                              | 3              | 0              | 3                   | 40.1              |
| Dan-Air Services               | 49 589               | 33 066           | 81 953            | 3 168 294                        | 5 845 267          | 5 008 344         | 85.7             | 30                        | 550 693                        | 467 512        | 66 488         | 401 025             | 84.9              |
| General-Aviation Services      | 236                  | 460              | 947               | 0                                | 0                  | 0                 | 0.0              | 582                       | 826                            | 300            | 300            | 0                   | 36.3              |
| I.A.S. Cargo Airlines          | 13 126               | 4 152            | 18 696            | 0                                | 0                  | 0                 | 0.0              | 47 283                    | 499 972                        | 327 751        | 327 751        | 0                   | 65.8              |
| Intra Airways                  | 1 011                | 2 118            | 2 889             | 88 659                           | 71 937             | 45 403            | 63.1             | 683                       | 10 170                         | 5 916          | 2 447          | 3 469               | 58.2              |
| Invicta International Airlines | 695                  | 519              | 1 593             | 0                                | 0                  | 0                 | 0.0              | 3 523                     | 11 166                         | 6 272          | 6 272          | 0                   | 56.2              |
| Laker Airways                  | 24 058               | 9 523            | 38 182            | 1 116 743                        | 4 722 797          | 3 799 968         | 80.5             | 0                         | 466 578                        | 318 622        | 0              | 318 622             | 68.3              |
| Management Aviation            | 995                  | 14 824           | 5 134             | 49 624                           | 7 093              | 4 229             | 59.6             | 380                       | 600                            | 354            | 27             | 327                 | 59.0              |
| Monarch Airlines               | 12 920               | 8 471            | 20 708            | 946 621                          | 1 926 623          | 1 557 462         | 80.8             | 45                        | 189 298                        | 141 798        | 419            | 141 379             | 74.9              |
| North Scottish Helicopters     | 2 085                | 46 593           | 10 429            | 139 572                          | 8 395              | 6 271             | 74.7             | 0                         | 645                            | 481            | 0              | 481                 | 74.6              |
| Pelican Air Transport          | 1 535                | 485              | 2 107             | 0                                | 0                  | 0                 | 0.0              | 2 626                     | 64 779                         | 44 165         | 44 165         | 0                   | 68.2              |
| Redcoat Air Cargo              | 1 285                | 482              | 2 745             | 0                                | 0                  | 0                 | 0.0              | 3 167                     | 20 042                         | 9 505          | 9 505          | 0                   | 47.4              |
| Scimitar Airlines              | 277                  | 85               | 389               | 0                                | 0                  | 0                 | 0.0              | 270                       | 10 911                         | 6 802          | 6 802          | 0                   | 62.3              |
| Southern Int-Air Transport     | 112                  | 196              | 282               | 964                              | 614                | 349               | 56.9             | 534                       | 600                            | 323            | 293            | 30                  | 53.8              |
| Tradewinds Airways             | 8 013                | 3 045            | 13 065            | 0                                | 0                  | 0                 | 0.0              | 40 990                    | 288 940                        | 169 021        | 169 021        | 0                   | 58.5              |
| Transmeridian Air Cargo        | 10 164               | 3 180            | 18 315            | 0                                | 0                  | 0                 | 0.0              | 27 440                    | 325 688                        | 176 691        | 176 691        | 0                   | 54.3              |
| TOTAL                          | 228 122              | 319 298          | 440 894           | 11 633 914                       | 24 188 644         | 19 810 439        | 81.9             | 198 256                   | 3 830 036                      | 2 688 036      | 1 017 694      | 1 670 342           | 70.2              |
| Class 5A Licence TOTAL         | 7 394                | 6 029            | 12 687            | 270 411                          | 716 741            | 452 944           | 63.2             | N/A                       | 186 895                        | 130 832        | 92 265         | 38 567              | 70.0              |
| TOTAL excludes 5A Licence      | 220 728              | 313 269          | 428 207           | 11 363 503                       | 23 471 903         | 19 357 495        | 82.5             | 198 256                   | 3 643 141                      | 2 557 204      | 925 429        | 1 631 775           | 70.2              |

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

# Domestic Non-scheduled Services 1978

**Table 1.6.3**

|                             | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |                | % of<br>available | † Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-km used  |                     | % of<br>available |
|-----------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|----------------|-------------------|-------------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                             |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000)  |                   |                               |                                |                | Cargo<br>(000) | Passengers<br>(000) |                   |
| British Airways             | 126                  | 411              | 406               | 12 186                           | 8 181              | 4 192          | 51.2              | 8                             | 692                            | 320            | 4              | 316                 | 46.2              |
| British Airways Helicopters | 28                   | 513              | 145               | 597                              | 607                | 84             | 13.8              | 296                           | 59                             | 14             | 6              | 8                   | 23.7              |
| Air Anglia                  | 259                  | 1 224            | 1038              | 2 642                            | 1 810              | 570            | 31.5              | 0                             | 184                            | 57             | 0              | 57                  | 31.0              |
| Air Freight                 | 204                  | 704              | 1 071             | 14 128                           | 6 377              | 4 031          | 63.2              | 77                            | 574                            | 320            | 18             | 302                 | 55.7              |
| Air Westward                | 0                    | 2                | 2                 | 18                               | 4                  | 3              | 81.8              | 0                             | 0                              | 0              | 0              | 0                   | 100.0             |
| Air-Bridge Carriers         | 401                  | 1 342            | 1 446             | 2 725                            | 1 169              | 777            | 66.4              | 5 055                         | 4 264                          | 1 617          | 1 553          | 64                  | 37.9              |
| Alidair                     | 613                  | 2 024            | 1 939             | 69 961                           | 36 322             | 21 365         | 58.8              | 119                           | 3 461                          | 1 643          | 49             | 1 594               | 47.5              |
| Britannia Airways           | 2                    | 3                | 4                 | 169                              | 242                | 114            | 46.9              | 10                            | 21                             | 15             | 5              | 10                  | 72.1              |
| British Air Ferries         | 134                  | 346              | 486               | 4 048                            | 2 298              | 1 350          | 58.7              | 392                           | 689                            | 298            | 179            | 118                 | 43.2              |
| British Island Airways      | 553                  | 1 219            | 1 828             | 3 006                            | 1 076              | 699            | 65.0              | 2 125                         | 2 547                          | 1 106          | 1 043          | 64                  | 43.4              |
| British Midland Airways     | 1 518                | 3 338            | 3 397             | 150 027                          | 128 828            | 68 180         | 52.9              | 803                           | 12 649                         | 5 724          | 416            | 5 308               | 45.2              |
| Dan-Air Services            | 3 774                | 10 316           | 13 752            | 280 829                          | 172 014            | 112 290        | 65.3              | 777                           | 14 594                         | 9 531          | 322            | 9 209               | 65.3              |
| General Aviation Services   | 82                   | 371              | 407               | 0                                | 0                  | 0              | 0.0               | 231                           | 984                            | 624            | 624            | 0                   | 63.4              |
| Intra Airways               | 77                   | 181              | 251               | 3 222                            | 3 474              | 1 188          | 34.2              | 578                           | 2 331                          | 756            | 661            | 95                  | 32.4              |
| Loganair                    | 1 645                | 7 157            | 7 361             | 42 122                           | 21 630             | 11 583         | 53.6              | 0                             | 1 966                          | 1 063          | 0              | 1 063               | 54.1              |
| North Scottish Helicopters  | 139                  | 3 622            | 694               | 10 865                           | 556                | 417            | 75.0              | 0                             | 43                             | 35             | 0              | 35                  | 81.4              |
| Southern Int-Air Transport  | 22                   | 42               | 64                | 932                              | 1 374              | 506            | 36.9              | 0                             | 88                             | 42             | 0              | 42                  | 48.3              |
| <b>TOTAL</b>                | <b>9 578</b>         | <b>32 815</b>    | <b>34 292</b>     | <b>597 477</b>                   | <b>385 961</b>     | <b>227 349</b> | <b>58.9</b>       | <b>10 476</b>                 | <b>45 146</b>                  | <b>23 164</b>  | <b>4 879</b>   | <b>18 285</b>       | <b>51.3</b>       |
| Class 5A Licence TOTAL      | 256                  | 913              | 914               | 28 574                           | 13 548             | 8 271          | 61.0              | N/A                           | 3 806                          | 1 661          | 1 023          | 638                 | 43.6              |
| TOTAL Excludes 5A Licence   | 9 322                | 31 902           | 33 378            | 568 903                          | 372 413            | 219 078        | 58.8              | 10 476                        | 41 340                         | 21 503         | 3 856          | 17 647              | 52.0              |

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

# Class 2 Licence Operations 1978

Table 1.7

|                            | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of Passengers<br>uplifted |        | Seat-km            |               |                   | Tonne-km           |               |                   |
|----------------------------|----------------------|------------------|-------------------|-------------------------------|--------|--------------------|---------------|-------------------|--------------------|---------------|-------------------|
|                            |                      |                  |                   | ABC                           | Other  | Available<br>(000) | Used<br>(000) | % of<br>available | Available<br>(000) | Used<br>(000) | % of<br>available |
| INTERNATIONAL SERVICES     |                      |                  |                   |                               |        |                    |               |                   |                    |               |                   |
| British Airways            | 2 561                | 454              | 3 404             | 74 524                        | 0      | 638 566            | 450 465       | 70.5              | 73 632             | 41 758        | 56.7              |
| British Airtours           | 1 101                | 235              | 1 451             | 20 845                        | 0      | 208 159            | 191 029       | 91.8              | 18 944             | 16 832        | 88.9              |
| British Caledonian Airways | 357                  | 61               | 452               | 6 672                         | 0      | 67 201             | 53 653        | 79.8              | 6 541              | 4 830         | 73.8              |
| Dan-Air Services           | 373                  | 98               | 500               | 9 444                         | 0      | 70 560             | 59 694        | 84.6              | 5 637              | 4 774         | 84.7              |
| Laker Airways              | 9 089                | 1 613            | 12 597            | 259 529                       | 94 981 | 2 762 298          | 2 211 900     | 80.1              | 280 072            | 186 438       | 66.6              |
| Monarch Airlines           | 10                   | 3                | 14                | 125                           | 0      | 1 769              | 648           | 36.7              | 172                | 59            | 34.1              |
| TOTAL                      | 13 493               | 2 464            | 18 418            | 371 139                       | 94 981 | 3 748 552          | 2 967 389     | 79.2              | 384 998            | 254 690       | 66.2              |

## Class 3 Licence Operations showing 1978 other IT Charter Passengers

Table 1.8

|                              | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | Tonne km           |               | % of<br>available | No. of passengers<br>uplifted |         |
|------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|--------------------|---------------|-------------------|-------------------------------|---------|
|                              |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   | Available<br>(000) | Used<br>(000) |                   | Class 2                       | Class 4 |
| INTERNATIONAL SERVICES       |                      |                  |                   |                                  |                    |               |                   |                    |               |                   |                               |         |
| British Airways              | 1 457                | 1 139            | 2 556             | 105 373                          | 186 944            | 153 391       | 82.1              | 17 418             | 13 341        | 76.6              | 0                             | 140     |
| British Airtours             | 8 257                | 4 616            | 12 632            | 762 481                          | 1 560 636          | 1 368 479     | 87.7              | 142 804            | 116 840       | 81.8              | 0                             | 11 380  |
| British Caledonian Airways   | 5 284                | 4 315            | 9 221             | 405 527                          | 608 770            | 513 989       | 84.8              | 57 126             | 44 354        | 77.6              | 0                             | 2 589   |
| Britannia Airways            | 36 609               | 20 602           | 57 608            | 2 431 833                        | 4 760 085          | 4 324 440     | 90.8              | 404 792            | 367 666       | 90.8              | 0                             | 72 546  |
| British Air Ferries          | 42                   | 101              | 151               | 3 416                            | 2 035              | 1 480         | 72.7              | 187                | 134           | 72.0              | 0                             | 0       |
| British Island Airways       | 93                   | 86               | 169               | 6 086                            | 8 443              | 6 672         | 79.0              | 806                | 565           | 70.2              | 0                             | 0       |
| British Midland Airways      | 591                  | 420              | 1 179             | 27 356                           | 47 053             | 40 296        | 85.6              | 3 971              | 3 143         | 79.2              | 0                             | 0       |
| Dan-Air Services             | 37 452               | 26 497           | 62 429            | 2 695 623                        | 4 543 190          | 3 985 533     | 87.7              | 363 405            | 318 846       | 87.7              | 0                             | 6 232   |
| Intra Airways                | 101                  | 148              | 270               | 8 602                            | 7 153              | 5 816         | 81.3              | 588                | 437           | 74.3              | 0                             | 0       |
| Laker Airways                | 8 823                | 4 822            | 14 773            | 523 662                          | 1 108 771          | 974 757       | 87.9              | 107 410            | 81 637        | 76.0              | 9 776                         | 0       |
| Monarch Airlines             | 9 101                | 5 854            | 14 407            | 702 958                          | 1 395 992          | 1 196 320     | 85.7              | 136 131            | 108 356       | 79.6              | 0                             | 97      |
| TOTAL International Services | 107 811              | 68 600           | 175 394           | 7 672 917                        | 14 229 071         | 12 571 173    | 88.3              | 1 234 637          | 1 055 319     | 85.5              | 9 776                         | 92 984  |
| DOMESTIC SERVICES            |                      |                  |                   |                                  |                    |               |                   |                    |               |                   |                               |         |
| Dan-Air Services             | 5                    | 8                | 18                | 368                              | 248                | 238           | 95.8              | 21                 | 20            | 95.7              | 0                             | 0       |
| TOTAL Domestic Services      | 5                    | 8                | 18                | 368                              | 248                | 238           | 95.8              | 21                 | 20            | 95.7              | 0                             | 0       |
| GRAND TOTAL                  | 107 816              | 68 608           | 175 412           | 7 673 285                        | 14 229 320         | 12 571 411    | 88.3              | 1 234 658          | 1 055 340     | 85.5              | 9 776                         | 92 984  |

## All Class 4 Licence Operations 1978

**Table 1.9.1**

|                            | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of passengers<br>uplifted |                | Seat-km            |                  | % of<br>available | Tonne-km           |                | % of<br>available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------|----------------|--------------------|------------------|-------------------|--------------------|----------------|-------------------|
|                            |                      |                  |                   | IT                            | Other          | Available<br>(000) | Used<br>(000)    |                   | Available<br>(000) | Used<br>(000)  |                   |
| British Airways            | 1 256                | 341              | 2 294             | 140                           | 37 213         | 323 465            | 303 144          | 93.7              | 37 565             | 28 435         | 75.7              |
| British Airtours           | 1 093                | 368              | 1 505             | 11 380                        | 28 711         | 206 121            | 156 851          | 76.1              | 18 797             | 13 812         | 73.5              |
| British Caledonian Airways | 1 186                | 1 149            | 2 085             | 2 589                         | 87 927         | 135 005            | 100 784          | 74.7              | 12 691             | 8 703          | 68.6              |
| Britannia Airways          | 1 441                | 862              | 2 295             | 72 546                        | 27 811         | 187 268            | 168 146          | 89.8              | 15 943             | 14 313         | 89.8              |
| British Island Airways     | 4                    | 13               | 15                | 0                             | 757            | 228                | 211              | 92.6              | 22                 | 18             | 82.4              |
| British Midland Airways    | 88                   | 116              | 219               | 0                             | 7 772          | 6 436              | 6 046            | 93.9              | 526                | 472            | 89.6              |
| Dan-Air Services           | 8 199                | 4 430            | 13 076            | 6 232                         | 372 158        | 1 043 077          | 847 016          | 81.2              | 83 359             | 67 784         | 81.3              |
| Intra Airways              | 554                  | 1 003            | 1 504             | 0                             | 55 753         | 44 505             | 31 312           | 70.4              | 3 283              | 2 380          | 72.5              |
| Laker Airways              | 3 357                | 2 341            | 6 704             | 0                             | 164 021        | 299 363            | 238 164          | 79.6              | 26 852             | 19 605         | 73.0              |
| Monarch Airlines           | 2 543                | 2 056            | 4 396             | 97                            | 193 379        | 318 137            | 249 147          | 78.3              | 32 024             | 22 830         | 71.3              |
| <b>TOTAL</b>               | <b>19 719</b>        | <b>12 679</b>    | <b>34 092</b>     | <b>92 984</b>                 | <b>975 502</b> | <b>2 563 607</b>   | <b>2 100 822</b> | <b>81.9</b>       | <b>231 061</b>     | <b>178 351</b> | <b>77.2</b>       |

## International Class 4 Licence Operations 1978

**Table 1.9.2**

|                            | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of passengers<br>uplifted |                | Seat-km            |                  | % of<br>available | Tonne-km           |                | % of<br>available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------|----------------|--------------------|------------------|-------------------|--------------------|----------------|-------------------|
|                            |                      |                  |                   | IT                            | Other          | Available<br>(000) | Used<br>(000)    |                   | Available<br>(000) | Used<br>(000)  |                   |
| British Airways            | 1 256                | 341              | 2 294             | 140                           | 37 213         | 323 465            | 303 144          | 93.7              | 37 565             | 28 435         | 75.7              |
| British Airtours           | 1 093                | 368              | 1 505             | 11 380                        | 28 711         | 206 121            | 156 851          | 76.1              | 18 797             | 13 812         | 73.5              |
| British Caledonian Airways | 1 186                | 1 149            | 2 085             | 2 589                         | 87 927         | 135 005            | 100 784          | 74.7              | 12 691             | 8 703          | 68.6              |
| Britannia Airways          | 1 441                | 862              | 2 295             | 72 546                        | 27 811         | 187 268            | 168 146          | 89.8              | 15 943             | 14 313         | 89.8              |
| British Island Airways     | 2                    | 5                | 6                 | 0                             | 283            | 110                | 95               | 86.0              | 11                 | 8              | 74.1              |
| British Midland Airways    | 79                   | 93               | 190               | 0                             | 6 046          | 5 799              | 5 420            | 93.5              | 476                | 423            | 88.9              |
| Dan-Air Services           | 8 196                | 4 419            | 13 065            | 6 232                         | 371 637        | 1 042 930          | 846 871          | 81.2              | 83 347             | 67 773         | 81.3              |
| Intra Airways              | 548                  | 985              | 1 473             | 0                             | 55 026         | 44 119             | 31 058           | 70.4              | 3 251              | 2 361          | 72.6              |
| Laker Airways              | 3 357                | 2 341            | 6 704             | 0                             | 164 021        | 299 363            | 238 164          | 79.6              | 26 852             | 19 605         | 73.0              |
| Monarch Airlines           | 2 543                | 2 056            | 4 396             | 97                            | 193 379        | 318 137            | 249 147          | 78.3              | 32 024             | 22 830         | 71.3              |
| <b>TOTAL</b>               | <b>19 700</b>        | <b>12 619</b>    | <b>34 014</b>     | <b>92 984</b>                 | <b>972 054</b> | <b>2 562 318</b>   | <b>2 099 679</b> | <b>81.9</b>       | <b>230 957</b>     | <b>178 262</b> | <b>77.2</b>       |

## Domestic Class 4 Licence Operations 1978

**Table 1.9.3**

|                         | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of passengers<br>uplifted |              | Seat-km            |               | % of<br>available | Tonne km           |               | % of<br>available |
|-------------------------|----------------------|------------------|-------------------|-------------------------------|--------------|--------------------|---------------|-------------------|--------------------|---------------|-------------------|
|                         |                      |                  |                   | IT                            | Other        | Available<br>(000) | Used<br>(000) |                   | Available<br>(000) | Used<br>(000) |                   |
| British Island Airways  | 2                    | 8                | 8                 | 0                             | 474          | 118                | 117           | 98.8              | 11                 | 10            | 90.7              |
| British Midland Airways | 9                    | 23               | 28                | 0                             | 1 726        | 637                | 627           | 98.4              | 51                 | 49            | 96.6              |
| Dan-Air Services        | 3                    | 11               | 11                | 0                             | 521          | 147                | 145           | 98.5              | 12                 | 12            | 97.7              |
| Intra Airways           | 6                    | 18               | 30                | 0                             | 727          | 386                | 254           | 65.8              | 32                 | 19            | 61.2              |
| <b>TOTAL</b>            | <b>19</b>            | <b>60</b>        | <b>79</b>         | <b>0</b>                      | <b>3 448</b> | <b>1 288</b>       | <b>1 142</b>  | <b>88.7</b>       | <b>105</b>         | <b>90</b>     | <b>85.4</b>       |

## All Class 6 Licence Operations 1978

**Table 1.10.1**

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Cargo<br>tonnes | Tonne-km           |                | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|-----------------|--------------------|----------------|-------------------|
|                                |                      |                  |                   |                 | Available<br>(000) | Used<br>(000)  |                   |
| British Airways                | 291                  | 223              | 552               | 8 242           | 5 145              | 36 777         | 71.5              |
| British Caledonian Airways     | 4 574                | 1 166            | 6 106             | 17 218          | 148 060            | 100 238        | 67.7              |
| Air Freight                    | 59                   | 283              | 308               | 781             | 196                | 163            | 82.9              |
| Air-Bridge Carriers            | 1 152                | 2 058            | 3 372             | 10 207          | 16 661             | 6 908          | 41.5              |
| Britannia Airways              | 18                   | 14               | 32                | 65              | 195                | 86             | 43.9              |
| British Air Ferries            | 714                  | 1 594            | 2 865             | 3 323           | 4 574              | 1 598          | 34.9              |
| Dan-Air Services               | 21                   | 38               | 68                | 174             | 107                | 95             | 88.5              |
| I.A.S. Cargo Airlines          | 3 520                | 1 119            | 5 016             | 14 592          | 131 418            | 104 489        | 79.5              |
| Intra Airways                  | 27                   | 51               | 68                | 271             | 171                | 142            | 83.2              |
| Invicta International Airlines | 375                  | 307              | 863               | 2 071           | 6 201              | 3 022          | 48.7              |
| Pelican Air Transport          | 660                  | 232              | 913               | 2 627           | 27 705             | 19 197         | 69.3              |
| Redcoat Air Cargo              | 1 285                | 482              | 2 745             | 3 168           | 20 042             | 9 505          | 47.4              |
| Scimitar Airlines              | 60                   | 15               | 81                | 271             | 2 378              | 1 445          | 60.8              |
| Tradewind Airways              | 7 045                | 2 792            | 11 700            | 40 991          | 249 473            | 142 902        | 57.3              |
| Transmeridian Air Cargo        | 8 275                | 2 676            | 14 757            | 25 517          | 273 945            | 151 752        | 55.4              |
| <b>TOTAL</b>                   | <b>28 077</b>        | <b>13 050</b>    | <b>49 445</b>     | <b>129 515</b>  | <b>886 269</b>     | <b>545 217</b> | <b>61.5</b>       |

## International Class 6 Licence Operations 1978

**Table 1.10.2**

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Cargo<br>tonnes | Tonne-km           |                | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|-----------------|--------------------|----------------|-------------------|
|                                |                      |                  |                   |                 | Available<br>(000) | Used<br>(000)  |                   |
| British Airways                | 291                  | 223              | 552               | 8 242           | 5 145              | 3 677          | 71.5              |
| British Caledonian Airways     | 4 574                | 1 166            | 6 106             | 17 218          | 148 060            | 100 238        | 67.7              |
| Air Freight                    | 59                   | 283              | 308               | 781             | 196                | 163            | 82.9              |
| Air-Bridge Carriers            | 778                  | 807              | 1 992             | 5 152           | 12 558             | 5 371          | 42.8              |
| Britannia Airways              | 18                   | 14               | 32                | 65              | 195                | 86             | 43.9              |
| British Air Ferries            | 651                  | 1 452            | 2 639             | 3 011           | 4 189              | 1 460          | 34.8              |
| Dan-Air Services               | 2                    | 3                | 6                 | 15              | 10                 | 7              | 67.5              |
| I.A.S. Cargo Airlines          | 3 520                | 1 119            | 5 016             | 14 592          | 131 418            | 104 489        | 79.5              |
| Intra Airways                  | 27                   | 51               | 68                | 271             | 171                | 142            | 83.2              |
| Invicta International Airlines | 375                  | 307              | 863               | 2 071           | 6 201              | 3 022          | 48.7              |
| Pelican Air Transport          | 660                  | 232              | 913               | 2 627           | 27 705             | 19 197         | 69.3              |
| Redcoat Air Cargo              | 1 285                | 482              | 2 745             | 3 168           | 20 042             | 9 505          | 47.4              |
| Scimitar Airlines              | 60                   | 15               | 81                | 271             | 2 378              | 1 445          | 60.8              |
| Tradewinds Airways             | 7 045                | 2 792            | 11 700            | 40 991          | 249 473            | 142 902        | 57.3              |
| Transmeridian Air Cargo        | 8 275                | 2 676            | 14 757            | 25 517          | 273 945            | 151 752        | 55.4              |
| <b>TOTAL</b>                   | <b>27 621</b>        | <b>11 622</b>    | <b>47 777</b>     | <b>123 989</b>  | <b>881 684</b>     | <b>543 454</b> | <b>61.6</b>       |

## Domestic Class 6 Licence Operations 1978

**Table 1.10.3**

|                     | Aircraft<br>(000) | Stage<br>flights | Aircraft<br>hours | Cargo<br>tonnes | Tonne-km           |               | % of<br>available |
|---------------------|-------------------|------------------|-------------------|-----------------|--------------------|---------------|-------------------|
|                     |                   |                  |                   |                 | Available<br>(000) | Used<br>(000) |                   |
| Air-Bridge Carriers | 374               | 1 251            | 1 380             | 5 055           | 4 103              | 1 537         | 37.5              |
| British Air Ferries | 63                | 142              | 226               | 312             | 385                | 138           | 35.9              |
| Dan-Air Services    | 19                | 35               | 62                | 159             | 98                 | 88            | 90.6              |
| <b>TOTAL</b>        | <b>456</b>        | <b>1 428</b>     | <b>1 668</b>      | <b>5 526</b>    | <b>4 585</b>       | <b>1 763</b>  | <b>38.5</b>       |

## All Class 7 Licence Operations 1978

**Table 1.11.1**

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No of<br>passengers<br>uplifted | Seat-km            |                | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Tonne-km used  |                | Passengers<br>(000) | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|---------------------------------|--------------------|----------------|-------------------|-----------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                 | Available<br>(000) | Used<br>(000)  |                   |                             |                                | Total<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways Helicopters    | 5 623                | 38 198           | 28 049            | 397 871                         | 120 369            | 62 649         | 52.0              | 2 259                       | 11 747                         | 5 359          | 321            | 5 038               | 45.6              |
| Bristow Helicopters            | 7 133                | 46 129           | 41 811            | 449 204                         | 118 512            | 80 439         | 67.9              | 2 208                       | 10 072                         | 7 637          | 388            | 7 249               | 75.8              |
| British Executive Air Services | 1 323                | 52 196           | 8 411             | 237 634                         | 17 352             | 6 049          | 34.9              | 485                         | 1 638                          | 584            | 14             | 570                 | 35.7              |
| Management Aviation            | 995                  | 14 824           | 5 134             | 49 624                          | 7 093              | 4 229          | 59.6              | 380                         | 600                            | 354            | 27             | 327                 | 59.0              |
| North Scottish Helicopters     | 2 224                | 50 215           | 11 123            | 150 437                         | 8 951              | 6 688          | 74.7              | 0                           | 688                            | 516            | 0              | 516                 | 75.0              |
| <b>TOTAL</b>                   | <b>17 298</b>        | <b>201 562</b>   | <b>94 528</b>     | <b>1 284 770</b>                | <b>272 277</b>     | <b>160 054</b> | <b>58.8</b>       | <b>5 332</b>                | <b>24 745</b>                  | <b>14 450</b>  | <b>750</b>     | <b>13 700</b>       | <b>58.4</b>       |

## International Class 7 Licence Operations 1978

**Table 1.11.2**

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |                | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Tonne-km used  |                | Passengers<br>(000) | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|----------------|-------------------|-----------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000)  |                   |                             |                                | Total<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways Helicopters    | 5 595                | 37 685           | 27 905            | 397 274                          | 119 762            | 62 565         | 52.2              | 1 962                       | 11 688                         | 5 345          | 315            | 5 030               | 45.7              |
| Bristow Helicopters            | 7 133                | 46 129           | 41 811            | 449 204                          | 118 512            | 80 439         | 67.9              | 2 208                       | 10 072                         | 7 637          | 388            | 7 249               | 75.8              |
| British Executive Air Services | 1 323                | 52 196           | 8 411             | 237 634                          | 17 352             | 6 049          | 34.9              | 485                         | 1 638                          | 584            | 14             | 570                 | 35.7              |
| Management Aviation            | 995                  | 14 824           | 5 134             | 49 624                           | 7 093              | 4 229          | 59.6              | 380                         | 600                            | 354            | 27             | 327                 | 59.0              |
| North Scottish Helicopters     | 2 085                | 46 593           | 10 429            | 139 572                          | 8 395              | 6 271          | 74.7              | 0                           | 645                            | 481            | 0              | 481                 | 74.6              |
| <b>TOTAL</b>                   | <b>17 131</b>        | <b>197 427</b>   | <b>93 689</b>     | <b>1 273 308</b>                 | <b>271 114</b>     | <b>159 553</b> | <b>58.9</b>       | <b>5 035</b>                | <b>24 643</b>                  | <b>14 401</b>  | <b>745</b>     | <b>13 657</b>       | <b>58.4</b>       |

## Domestic Class 7 Licence Operations 1978

**Table 1.11.3**

|                             | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Tonne-km used  |                | Passengers<br>(000) | % of<br>available |
|-----------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|-----------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                             |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   |                             |                                | Total<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways Helicopters | 28                   | 513              | 145               | 597                              | 607                | 84            | 13.8              | 297                         | 59                             | 14             | 6              | 8                   | 23.7              |
| North Scottish Helicopters  | 139                  | 3 622            | 694               | 10 865                           | 556                | 417           | 75.0              | 0                           | 43                             | 35             | 0              | 35                  | 81.4              |
| <b>TOTAL</b>                | <b>167</b>           | <b>4 135</b>     | <b>839</b>        | <b>11 462</b>                    | <b>1 163</b>       | <b>501</b>    | <b>43.1</b>       | <b>297</b>                  | <b>102</b>                     | <b>49</b>      | <b>6</b>       | <b>43</b>           | <b>48.0</b>       |

91 All Exempt Operations 1978

Table 1.12.1

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Tonne-km used  |                | Passengers<br>(000) | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|-----------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   |                             |                                | Total<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways                | 2 462                | 2 839            | 5 177             | 58 135                           | 96 751             | 53 455        | 55.2              | 10 772                      | 34 816                         | 17 412         | 12 781         | 4 632               | 50.0              |
| British Airtours               | 80                   | 24               | 111               | 2 940                            | 15 122             | 14 473        | 95.7              | 0                           | 1 387                          | 1 306          | 0              | 1 306               | 94.2              |
| British Caledonian Airways     | 1 093                | 477              | 1 594             | 4 443                            | 11 792             | 5 796         | 49.1              | 7 541                       | 36 028                         | 27 815         | 27 309         | 505                 | 77.2              |
| Air Anglia                     | 359                  | 1 422            | 1 399             | 3 127                            | 2 526              | 841           | 33.3              | 0                           | 255                            | 85             | 1              | 84                  | 33.5              |
| Air Faisal                     | 480                  | 183              | 1 048             | 0                                | 0                  | 0             | 0.0               | 2 854                       | 8 235                          | 7 422          | 7 422          | 0                   | 90.1              |
| Air Freight                    | 326                  | 988              | 1 657             | 16 401                           | 8 885              | 5 288         | 59.5              | 371                         | 948                            | 530            | 129            | 400                 | 55.9              |
| Air Westward                   | 5                    | 8                | 20                | 78                               | 59                 | 54            | 92.0              | 0                           | 5                              | 4              | 0              | 4                   | 91.7              |
| Air-Bridge Carriers            | 69                   | 175              | 227               | 3 161                            | 3 421              | 1 462         | 42.8              | 8                           | 353                            | 130            | 6              | 123                 | 36.8              |
| Alldair                        | 589                  | 1 790            | 1 816             | 59 873                           | 34 743             | 19 966        | 57.5              | 130                         | 3 478                          | 1 552          | 44             | 1 508               | 44.6              |
| Britannia Airways              | 846                  | 1 331            | 1 505             | 139 250                          | 109 956            | 88 176        | 80.2              | 10                          | 9 349                          | 7 500          | 5              | 7 495               | 80.2              |
| British Air Ferries            | 429                  | 1 046            | 1 549             | 10 948                           | 10 483             | 4 721         | 45.0              | 1 134                       | 1 913                          | 926            | 497            | 428                 | 48.4              |
| British Island Airways         | 573                  | 1 269            | 1 911             | 4 961                            | 2 074              | 1 559         | 75.2              | 2 131                       | 2 638                          | 1 175          | 1 044          | 131                 | 44.5              |
| British Midland Airways        | 2 834                | 4 650            | 5 728             | 225 525                          | 268 730            | 151 346       | 56.3              | 9 851                       | 36 720                         | 21 500         | 9 694          | 11 806              | 58.6              |
| Brymon Airways                 | 4                    | 15               | 16                | 124                              | 75                 | 31            | 41.3              | 0                           | 6                              | 3              | 0              | 3                   | 40.1              |
| Dan-Air Services               | 4 693                | 11 215           | 15 875            | 335 598                          | 266 672            | 169 099       | 63.4              | 635                         | 22 062                         | 14 011         | 238            | 13 773              | 63.5              |
| General Aviation Services      | 275                  | 602              | 1 140             | 0                                | 0                  | 0             | 0.0               | 813                         | 961                            | 339            | 339            | 0                   | 35.3              |
| I.A.S. Cargo Airlines          | 8 235                | 2 613            | 11 792            | 0                                | 0                  | 0             | 0.0               | 32 691                      | 315 001                        | 189 882        | 189 882        | 0                   | 60.3              |
| Intra Airways                  | 104                  | 191              | 284               | 0                                | 0                  | 0             | 0.0               | 991                         | 651                            | 551            | 551            | 0                   | 84.7              |
| Invicta International Airlines | 287                  | 187              | 648               | 0                                | 0                  | 0             | 0.0               | 1 453                       | 4 343                          | 2 738          | 2 738          | 0                   | 63.0              |
| Laker Airways                  | 515                  | 147              | 692               | 13 681                           | 82 873             | 64 006        | 77.2              | 0                           | 8 207                          | 6 081          | 0              | 6 081               | 74.1              |
| Loganair                       | 1 645                | 7 157            | 7 362             | 42 122                           | 21 630             | 11 583        | 53.6              | 0                           | 1 966                          | 1 063          | 0              | 1 063               | 54.1              |
| Monarch Airlines               | 127                  | 61               | 189               | 2 813                            | 17 647             | 5 213         | 29.5              | 45                          | 2 129                          | 930            | 419            | 510                 | 43.7              |
| Southern Int-Air Transport     | 129                  | 222              | 326               | 894                              | 1 586              | 565           | 35.6              | 534                         | 658                            | 340            | 293            | 47                  | 51.7              |
| Transmeridian Air Cargo        | 999                  | 284              | 2 009             | 0                                | 0                  | 0             | 0.0               | 1 924                       | 25 738                         | 10 594         | 10 594         | 0                   | 41.2              |
| TOTAL                          | 27 159               | 38 896           | 64 075            | 924 074                          | 955 024            | 597 634       | 62.6              | 73 886                      | 517 844                        | 313 886        | 263 986        | 49 900              | 60.6              |

# International Exempt Operations 1978

**Table 1.12.2**

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Tonne-km used  |                | Passengers<br>(000) | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|-----------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   |                             |                                | Total<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways                | 2 343                | 2 455            | 4 798             | 47 398                           | 89 101             | 49 665        | 55.7              | 10 763                      | 34 167                         | 17 126         | 12 776         | 4 349               | 50.1              |
| British Airtours               | 80                   | 24               | 111               | 2 940                            | 15 122             | 14 473        | 95.7              | 0                           | 1 387                          | 1 306          | 0              | 1 306               | 94.2              |
| British Caledonian Airways     | 1 093                | 477              | 1 594             | 4 443                            | 11 792             | 5 796         | 49.1              | 7 541                       | 36 028                         | 27 815         | 27 309         | 505                 | 77.2              |
| Air Anglia                     | 99                   | 198              | 361               | 485                              | 716                | 271           | 37.8              | 0                           | 70                             | 28             | 1              | 27                  | 40.2              |
| Air Faisal                     | 480                  | 183              | 1 048             | 0                                | 0                  | 0             | 0.0               | 2 854                       | 8 235                          | 7 422          | 7 422          | 0                   | 90.1              |
| Air Freight                    | 122                  | 284              | 586               | 2 273                            | 2 509              | 1 257         | 50.1              | 293                         | 374                            | 210            | 112            | 98                  | 56.2              |
| Air Westward                   | 5                    | 6                | 18                | 60                               | 54                 | 51            | 92.7              | 0                           | 5                              | 4              | 0              | 4                   | 91.2              |
| Air-Bridge Carriers            | 66                   | 157              | 211               | 2 876                            | 3 242              | 1 394         | 43.0              | 7                           | 336                            | 124            | 6              | 118                 | 37.0              |
| Alldair                        | 78                   | 140              | 236               | 5 759                            | 4 514              | 2 849         | 63.1              | 10                          | 463                            | 222            | 8              | 214                 | 47.8              |
| Britannia Airways              | 844                  | 1 328            | 1 502             | 139 081                          | 109 713            | 88 062        | 80.3              | 0                           | 9 328                          | 7 485          | 0              | 7 485               | 80.2              |
| British Air Ferries            | 392                  | 944              | 1 410             | 9 876                            | 9 643              | 4 319         | 44.8              | 1 054                       | 1 746                          | 850            | 458            | 392                 | 48.7              |
| British Island Airways         | 26                   | 73               | 107               | 2 893                            | 1 323              | 1 085         | 82.0              | 5                           | 123                            | 93             | 1              | 91                  | 75.2              |
| British Midland Airways        | 1 331                | 1 365            | 2 385             | 78 756                           | 141 105            | 84 222        | 59.7              | 9 047                       | 24 167                         | 15 859         | 9 278          | 6 581               | 65.6              |
| Brymon Airways                 | 4                    | 15               | 16                | 124                              | 75                 | 31            | 41.3              | 0                           | 6                              | 3              | 0              | 3                   | 40.1              |
| Dan-Air Services               | 963                  | 989              | 2 265             | 56 801                           | 95 800             | 57 620        | 60.1              | 15                          | 7 702                          | 4 637          | 4              | 4 633               | 60.2              |
| General Aviation Services      | 221                  | 395              | 879               | 0                                | 0                  | 0             | 0.0               | 582                         | 771                            | 263            | 263            | 0                   | 34.1              |
| I.A.S. Cargo Airlines          | 8 235                | 2 613            | 11 792            | 0                                | 0                  | 0             | 0.0               | 32 691                      | 315 001                        | 189 882        | 189 882        | 0                   | 60.3              |
| Intra Airways                  | 66                   | 116              | 178               | 0                                | 0                  | 0             | 0.0               | 413                         | 416                            | 334            | 334            | 0                   | 80.4              |
| Invicta International Airlines | 287                  | 187              | 648               | 0                                | 0                  | 0             | 0.0               | 1 453                       | 4 343                          | 2 738          | 2 738          | 0                   | 63.0              |
| Laker Airways                  | 515                  | 147              | 692               | 13 681                           | 82 873             | 64 006        | 77.2              | 0                           | 8 207                          | 6 081          | 0              | 6 081               | 74.1              |
| Monarch Airlines               | 127                  | 61               | 189               | 2 813                            | 17 647             | 5 213         | 29.5              | 45                          | 2 129                          | 930            | 419            | 510                 | 43.7              |
| Southern Int-Air Transport     | 108                  | 184              | 267               | 190                              | 299                | 125           | 41.9              | 534                         | 577                            | 303            | 293            | 10                  | 52.4              |
| Transmeridian Air Cargo        | 999                  | 284              | 2 009             | 0                                | 0                  | 0             | 0.0               | 1 924                       | 25 738                         | 10 594         | 10 594         | 0                   | 41.2              |
| TOTAL                          | 18 485               | 12 625           | 33 302            | 370 449                          | 585 529            | 380 438       | 65.0              | 69 232                      | 481 317                        | 294 305        | 261 899        | 32 406              | 61.1              |



# Domestic Exempt Operations 1978

**Table 1.12.3**

|                            | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |                | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Tonne-km used  |                | Passengers<br>(000) | % of<br>available |
|----------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|----------------|-------------------|-----------------------------|--------------------------------|----------------|----------------|---------------------|-------------------|
|                            |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000)  |                   |                             |                                | Total<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways            | 119                  | 384              | 379               | 10 737                           | 7 650              | 3 790          | 49.5              | 9                           | 649                            | 287            | 4              | 283                 | 44.2              |
| Air Anglia                 | 259                  | 1 224            | 1 038             | 2 642                            | 1 810              | 570            | 31.5              | 0                           | 184                            | 57             | 0              | 57                  | 31.0              |
| Air Freight                | 204                  | 704              | 1 071             | 14 128                           | 6 377              | 4 031          | 63.2              | 77                          | 574                            | 320            | 18             | 302                 | 55.7              |
| Air Westward               | 0                    | 2                | 2                 | 18                               | 4                  | 3              | 81.8              | 0                           | 0                              | 0              | 0              | 0                   | 100.0             |
| Air-Bridge Carriers        | 4                    | 18               | 16                | 285                              | 179                | 69             | 38.4              | 0                           | 17                             | 6              | 0              | 6                   | 33.4              |
| Alldair                    | 511                  | 1 650            | 1 580             | 54 114                           | 30 229             | 17 117         | 56.6              | 120                         | 3 015                          | 1 331          | 36             | 1 295               | 44.1              |
| Britannia Airways          | 2                    | 3                | 4                 | 169                              | 242                | 114            | 46.9              | 10                          | 21                             | 15             | 5              | 10                  | 72.1              |
| British Air Ferries        | 37                   | 102              | 139               | 1 072                            | 839                | 402            | 47.9              | 80                          | 167                            | 76             | 39             | 36                  | 45.3              |
| British Island Airways     | 547                  | 1 196            | 1 804             | 2 068                            | 751                | 474            | 63.1              | 2 125                       | 2 515                          | 1 083          | 1 043          | 40                  | 43.0              |
| British Midland Airways    | 1 503                | 3 285            | 3 343             | 146 769                          | 127 625            | 67 125         | 52.6              | 804                         | 12 552                         | 5 641          | 416            | 5 225               | 44.9              |
| Dan-Air Services           | 3 730                | 10 226           | 13 610            | 278 797                          | 170 872            | 111 479        | 65.2              | 619                         | 14 360                         | 9 374          | 234            | 9 141               | 65.3              |
| General Aviation Services  | 54                   | 207              | 261               | 0                                | 0                  | 0              | 0.0               | 231                         | 190                            | 76             | 76             | 0                   | 40.0              |
| Intra Airways              | 38                   | 75               | 106               | 0                                | 0                  | 0              | 0.0               | 578                         | 235                            | 217            | 217            | 0                   | 92.2              |
| Loganair                   | 1 645                | 7 157            | 7 362             | 42 122                           | 21 630             | 11 583         | 53.6              | 0                           | 1 966                          | 1 063          | 0              | 1 063               | 54.1              |
| Southern Int-Air Transport | 21                   | 38               | 59                | 704                              | 1 288              | 440            | 34.2              | 0                           | 81                             | 37             | 0              | 37                  | 46.3              |
| <b>TOTAL</b>               | <b>8 674</b>         | <b>26 271</b>    | <b>30 774</b>     | <b>553 625</b>                   | <b>369 495</b>     | <b>217 196</b> | <b>58.8</b>       | <b>4 654</b>                | <b>36 527</b>                  | <b>19 581</b>  | <b>2 087</b>   | <b>17 494</b>       | <b>53.6</b>       |

## Class 5 Operations for UK Operators 1978

Table 1.13.1

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-km used |                | Passengers<br>(000) | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|-----------------------------|--------------------------------|----------------|---------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   |                             |                                |                | Mail<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways                | 728                  | 185              | 941               | 17 851                           | 152 125            | 90 748        | 59.7              | N/A                         | 19 288                         | 10 555         | 131           | 3 095          | 7 329               | 54.7              |
| British Airtours               | 2 208                | 884              | 3 086             | 104 142                          | 417 174            | 270 277       | 64.8              | N/A                         | 37 863                         | 23 857         | 0             | 0              | 23 857              | 63.0              |
| British Caledonian Airways     | 52                   | 31               | 80                | 2 621                            | 7 427              | 5 604         | 75.5              | N/A                         | 811                            | 614            | 0             | 115            | 499                 | 75.7              |
| Air-Bridge Carriers            | 31                   | 83               | 69                | 2 619                            | 1 350              | 867           | 64.2              | N/A                         | 181                            | 87             | 0             | 17             | 70                  | 48.1              |
| Alldair                        | 798                  | 2 949            | 2 856             | 101 207                          | 48 933             | 26 283        | 53.7              | N/A                         | 3 622                          | 2 010          | 0             | 110            | 1 900               | 55.5              |
| Britannia Airways              | 53                   | 36               | 81                | 3 928                            | 6 399              | 5 148         | 80.5              | N/A                         | 531                            | 435            | 0             | 0              | 435                 | 81.9              |
| British Air Ferries            | 74                   | 214              | 269               | 5 027                            | 3 349              | 1 693         | 50.6              | N/A                         | 317                            | 152            | 1             | 3              | 148                 | 47.9              |
| British Island Airways         | 12                   | 58               | 55                | 1 546                            | 680                | 374           | 55.0              | N/A                         | 62                             | 38             | 0             | 0              | 38                  | 61.3              |
| British Midland Airways        | 103                  | 91               | 180               | 8 066                            | 16 503             | 12 959        | 78.5              | N/A                         | 1 787                          | 1 013          | 0             | 1              | 1 012               | 56.7              |
| Dan-Air Services               | 2 371                | 986              | 3 445             | 19 057                           | 38 792             | 28 161        | 72.6              | N/A                         | 85 832                         | 68 787         | 0             | 66 472         | 2 315               | 80.1              |
| General Aviation Services      | 43                   | 229              | 213               | 0                                | 0                  | 0             | 0.0               | N/A                         | 849                            | 585            | 0             | 585            | 0                   | 68.9              |
| I.A.S. Cargo Airlines          | 15                   | 4                | 19                | 0                                | 0                  | 0             | 0.0               | N/A                         | 595                            | 462            | 0             | 462            | 0                   | 77.6              |
| Intra Airways                  | 286                  | 865              | 972               | 25 226                           | 21 603             | 7 818         | 36.2              | N/A                         | 7 658                          | 3 044          | 0             | 2 414          | 630                 | 39.7              |
| Invicta International Airlines | 21                   | 16               | 49                | 0                                | 0                  | 0             | 0.0               | N/A                         | 344                            | 281            | 0             | 281            | 0                   | 81.7              |
| Laker Airways                  | 24                   | 15               | 37                | 1 616                            | 3 687              | 2 708         | 73.4              | N/A                         | 357                            | 195            | 0             | 0              | 195                 | 54.6              |
| Monarch Airlines               | 73                   | 56               | 120               | 5 743                            | 12 110             | 8 457         | 69.8              | N/A                         | 1 277                          | 768            | 0             | 0              | 768                 | 60.1              |
| Pelican Air Transport          | 283                  | 90               | 384               | 0                                | 0                  | 0             | 0.0               | N/A                         | 12 140                         | 9 088          | 0             | 9 088          | 0                   | 74.9              |
| Scimitar Airlines              | 217                  | 70               | 308               | 0                                | 0                  | 0             | 0.0               | N/A                         | 8 533                          | 5 357          | 0             | 5 357          | 0                   | 62.8              |
| Southern Int-Air Transport     | 2                    | 6                | 8                 | 336                              | 157                | 118           | 75.2              | N/A                         | 13                             | 9              | 0             | 0              | 9                   | 69.2              |
| Tradewinds Airways             | 111                  | 27               | 160               | 0                                | 0                  | 0             | 0.0               | N/A                         | 4 526                          | 3 264          | 0             | 3 264          | 0                   | 72.1              |
| Transmeridian Air Cargo        | 145                  | 47               | 269               | 0                                | 0                  | 0             | 0.0               | N/A                         | 4 115                          | 1 892          | 0             | 1 892          | 0                   | 46.0              |
| TOTAL                          | 7 650                | 6 942            | 13 601            | 298 985                          | 730 289            | 461 215       | 63.2              | N/A                         | 190 701                        | 132 493        | 132           | 93 156         | 39 205              | 69.5              |

## Class 5 Operations for Non-UK Operators 1978

Table 1.13.2

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | No. of<br>passengers<br>uplifted | Seat-km            |               | % of<br>available | Cargo<br>tonnes<br>uplifted | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-km used |                | Passengers<br>(000) | % of<br>available |
|--------------------------------|----------------------|------------------|-------------------|----------------------------------|--------------------|---------------|-------------------|-----------------------------|--------------------------------|----------------|---------------|----------------|---------------------|-------------------|
|                                |                      |                  |                   |                                  | Available<br>(000) | Used<br>(000) |                   |                             |                                |                | Mail<br>(000) | Cargo<br>(000) |                     |                   |
| British Airways                | 462                  | 273              | 713               | 24 323                           | 48 654             | 41 415        | 85.1              | N/A                         | 5 165                          | 3 839          | 136           | 165            | 3 538               | 74.3              |
| British Airtours               | 1 920                | 563              | 2 552             | 60 671                           | 363 043            | 207 628       | 57.2              | N/A                         | 33 041                         | 18 276         | 0             | 0              | 18 276              | 55.3              |
| British Caledonian Airways     | 410                  | 124              | 568               | 1 026                            | 8 836              | 4 453         | 50.4              | N/A                         | 11 904                         | 7 382          | 0             | 6 982          | 400                 | 62.0              |
| Air Freight                    | 127                  | 350              | 578               | 0                                | 0                  | 0             | 0.0               | N/A                         | 470                            | 314            | 0             | 314            | 0                   | 66.8              |
| Britannia Airways              | 31                   | 27               | 46                | 2 733                            | 3 888              | 3 316         | 85.3              | N/A                         | 276                            | 236            | 0             | 0              | 236                 | 85.5              |
| British Air Ferries            | 3                    | 3                | 8                 | 124                              | 168                | 124           | 73.8              | N/A                         | 13                             | 9              | 0             | 0              | 9                   | 69.2              |
| British Island Airways         | 270                  | 696              | 865               | 0                                | 0                  | 0             | 0.0               | N/A                         | 1 266                          | 508            | 2             | 506            | 0                   | 40.1              |
| British Midland Airways        | 6 120                | 3 702            | 9 779             | 312 085                          | 942 106            | 483 315       | 51.3              | N/A                         | 151 492                        | 65 488         | 0             | 26 901         | 38 587              | 43.2              |
| Dan-Air Services               | 247                  | 110              | 294               | 10 641                           | 54 599             | 30 891        | 56.6              | N/A                         | 4 864                          | 2 726          | 0             | 5              | 2 721               | 56.0              |
| I.A.S. Cargo Airlines          | 1 356                | 416              | 1 868             | 0                                | 0                  | 0             | 0.0               | N/A                         | 52 958                         | 32 919         | 0             | 32 919         | 0                   | 62.2              |
| Intra Airways                  | 16                   | 41               | 43                | 2 300                            | 2 150              | 1 646         | 76.6              | N/A                         | 150                            | 118            | 0             | 0              | 118                 | 78.7              |
| Invicta International Airlines | 12                   | 9                | 33                | 0                                | 0                  | 0             | 0.0               | N/A                         | 278                            | 231            | 0             | 231            | 0                   | 83.1              |
| Laker Airways                  | 2 251                | 585              | 3 378             | 59 253                           | 465 805            | 308 433       | 66.2              | N/A                         | 43 681                         | 24 666         | 0             | 0              | 24 666              | 56.5              |
| Monarch Airlines               | 1 065                | 441              | 1 583             | 41 506                           | 180 968            | 97 677        | 54.0              | N/A                         | 17 565                         | 8 856          | 0             | 0              | 8 856               | 50.4              |
| Pelican Air Transport          | 592                  | 163              | 811               | 0                                | 0                  | 0             | 0.0               | N/A                         | 24 934                         | 15 880         | 0             | 15 880         | 0                   | 63.7              |
| Southern Int-Air Transport     | 3                    | 10               | 12                | 666                              | 244                | 172           | 70.5              | N/A                         | 17                             | 16             | 0             | 0              | 16                  | 94.1              |
| Tradewinds Airways             | 857                  | 226              | 1 205             | 0                                | 0                  | 0             | 0.0               | N/A                         | 34 941                         | 22 855         | 0             | 22 855         | 0                   | 65.4              |
| Transmeridian Air Cargo        | 745                  | 173              | 1 280             | 0                                | 0                  | 0             | 0.0               | N/A                         | 21 890                         | 12 453         | 0             | 12 453         | 0                   | 56.9              |
| TOTAL                          | 16 847               | 7 912            | 25 614            | 515 328                          | 2 070 461          | 1 179 070     | 56.9              | N/A                         | 404 905                        | 216 772        | 138           | 119 211        | 97 423              | 53.5              |

# Aircraft Type & Utilisation All Airlines 1978

**Table 1.14.1**

|                                | Aircraft-km<br>(000) | Stage flights  |               | Aircraft Hours |                | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>end of<br>1978 | Daily<br>utilisation per<br>aircraft (hrs)<br>year<br>1978 |
|--------------------------------|----------------------|----------------|---------------|----------------|----------------|-----------------------|-------------------|---|--|
|                                |                      | Passenger      | Cargo         | Passenger      | Cargo          |                       |                   |   |  |
| Aerospatiale SA330J Puma       | 1 816                | 8 065          | 0             | 8 900          | 0              | 101 289               | 22 940            | 10  | 3.1  |
| Aviation Traders Carvair       | 360                  | 0              | 641           | 0              | 1 483          | 277                   | 144               | 2   | 2.0  |
| Aviation Traders Merchantman   | 5 509                | 0              | 6 149         | 0              | 10 111         | 0                     | 0                 | 6   | 4.6  |
| AW650 Argosy                   | 588                  | 0              | 1 635         | 0              | 2 139          | 0                     | 0                 | 3   | 2.0  |
| BAC 111-200                    | 8 674                | 18 393         | 40            | 19 910         | 47             | 775 747               | 400 795           | 9   | 6.1  |
| BAC 111-300/400                | 23 650               | 25 784         | 0             | 45 454         | 0              | 1 483 730             | 1 536 024         | 20  | 7.3  |
| BAC 111-500                    | 47 254               | 68 726         | 457           | 93 127         | 535            | 4 652 303             | 3 585 882         | 35  | 7.2  |
| BAC/Aerospatiale Concorde      | 7 855                | 1 423          | 0             | 5 666          | 0              | 82 335                | 457 553           | 5   | 3.1  |
| Bell 206 Jetranger             | 2                    | 17             | 0             | 11             | 0              | 16                    | 2                 | .   | ..   |
| Bell 212 Twin                  | 1 465                | 55 804         | 0             | 9 213          | 0              | 259 511               | 6 916             | 10  | 2.9  |
| Boeing 707 138B                | 3 848                | 1 626          | 0             | 6 037          | 0              | 221 284               | 528 957           | 0   | 10.5   |
| Boeing 707-120/120B            | 1 497                | 955            | 0             | 2 319          | 0              | 128 841               | 215 935           | 1   | 8.2  |
| Boeing 707-320C/336            | 69 996               | 15 255         | 7 516         | 62 765         | 33 324         | 1 196 545             | 4 676 996         | 34  | 8.2  |
| Boeing 707-420                 | 16 365               | 7 419          | 0             | 24 993         | 0              | 1 073 745             | 2 379 722         | 9   | 7.6  |
| Boeing 720/720B                | 6 375                | 3 353          | 0             | 9 476          | 0              | 438 613               | 863 609           | 3   | 8.9  |
| Boeing 727-100                 | 16 241               | 8 525          | 0             | 24 269         | 0              | 959 740               | 1 914 763         | 8   | 9.0  |
| Boeing 737-200                 | 38 997               | 22 858         | 14            | 61 535         | 32             | 2 678 165             | 4 589 274         | 18  | 10.4   |
| Boeing 747-100                 | 61 844               | 15 544         | 0             | 81 175         | 0              | 2 134 554             | 15 398 441        | 18  | 12.2   |
| Boeing 747-200                 | 20 924               | 4 096          | 0             | 26 278         | 0              | 567 737               | 5 068 975         | 7   | 12.5   |
| Bristol Britannia 300          | 3 230                | 0              | 1 494         | 0              | 7 044          | 0                     | 0                 | 4   | 4.7  |
| Britten-Norman Islander        | 1 525                | 18 636         | 0             | 7 390          | 0              | 66 107                | 5 165             | 10  | 1.9  |
| Britten-Norman Trislander      | 2 571                | 27 759         | 0             | 13 450         | 0              | 274 925               | 23 418            | 14  | 2.7  |
| Canadair CL 44                 | 9 665                | 0              | 3 321         | 0              | 19 345         | 0                     | 0                 | 9   | 5.5  |
| Cessna 404 Titan               | 903                  | 2 011          | 0             | 3 570          | 0              | 9 155                 | 4 224             | ..  | ..   |
| DC3 Dakota/Pionair             | 1 665                | 3 987          | 3 480         | 3 661          | 4 663          | 84 903                | 13 905            | 8   | 2.5  |
| DH 106 Comet 4B/C              | 9 982                | 6 942          | 0             | 16 974         | 0              | 721 885               | 1 059 518         | 7   | 4.2  |
| DHC 6 Twin-Otter               | 1 128                | 5 086          | 0             | 5 030          | 0              | 47 613                | 11 393            | 5   | 3.6  |
| Embraer Bandeirante            | 356                  | 650            | 0             | 1 125          | 0              | 3 475                 | 1 906             | .   | .  |
| Fokker Friendship 100/600      | 7 153                | 16 937         | 0             | 19 802         | 0              | 315 171               | 151 905           | 8   | 6.7  |
| Hawker Siddley 121 Trident 1C  | 6 462                | 11 655         | 0             | 13 195         | 0              | 754 411               | 417 668           | 11  | 3.3  |
| Hawker Siddley 121 Trident 1E  | 3 987                | 6 917          | 0             | 9 120          | 0              | 581 647               | 330 599           | 4   | 6.2  |
| Hawker Siddley 121 Trident 2E  | 18 337               | 16 768         | 0             | 31 620         | 0              | 1 157 294             | 1 255 796         | 16  | 5.4  |
| Hawker Siddley 121 Trident 3B  | 26 735               | 36 479         | 0             | 52 566         | 0              | 3 522 099             | 2 536 754         | 25  | 5.8  |
| HP Herald 100/200              | 9 620                | 30 164         | 8 045         | 28 053         | 8 620          | 789 786               | 175 917           | 31  | 4.0  |
| HS 748                         | 7 783                | 25 252         | 62            | 28 184         | 110            | 629 074               | 224 612           | 20  | 4.0  |
| Lockheed L1011 Tristar         | 14 200               | 8 385          | 0             | 22 070         | 0              | 1 379 477             | 2 337 563         | 9   | 6.7  |
| MBB BO 105                     | 2 886                | 62 393         | 153           | 14 384         | 46             | 185 399               | 8 632             | 3   | (a) 3.4  |
| McDonnell-Douglas DC10-10      | 13 254               | 2 433          | 0             | 18 046         | 0              | 610 799               | 3 385 194         | 4   | 12.4   |
| McDonnell-Douglas DC8-54F/55F  | 11 543               | 0              | 3 666         | 0              | 15 986         | 0                     | 0                 | 6   | 8.4  |
| McDonnell-Douglas DC9-10 to 40 | 3 106                | 6 307          | 0             | 6 715          | 0              | 300 550               | 160 145           | 2   | 8.0  |
| McDonnell-Douglas DC-10-30     | 6 424                | 2 009          | 0             | 8 407          | 0              | 148 391               | 932 301           | 2   | 11.5   |
| Piper PA23 Aztec (and Apaches) | 78                   | 476            | 0             | 330            | 0              | 1 129                 | 172               | 1   | 0.5  |
| Piper PA31 Navajo (All Series) | 2 493                | 11 575         | 1             | 9 485          | 2              | 37 019                | 8 867             | 9   | (b) 2.6  |
| Sikorsky S61N                  | 9 643                | 58 851         | 0             | 52 165         | 0              | 729 902               | 117 245           | 43  | 3.5  |
| Sikorsky S.58T                 | 1 266                | 10 853         | 383           | 7 582          | 118            | 74 440                | 8 376             | 9   | 2.4  |
| Vickers VC10                   | 0                    | 0              | 0             | 0              | 0              | 0                     | 0                 | 1   | 0.0  |
| Vickers Super VC10             | 36 161               | 11 173         | 0             | 49 668         | 0              | 640 923               | 3 295 228         | 15  | 9.1  |
| Vickers Viscount 700           | 1 387                | 4 676          | 63            | 4 599          | 73             | 161 080               | 46 249            | 6   | 3.0  |
| Vickers Viscount 700D/800/810  | 15 145               | 51 922         | 505           | 49 976         | 662            | 1 870 167             | 603 853           | 33  | 4.6  |
| Westland Wessex                | 600                  | 12 526         | 0             | 4 290          | 0              | 54 641                | 2 633             | 3   | 3.0  |
| <b>TOTAL</b>                   | <b>562 548</b>       | <b>710 665</b> | <b>37 625</b> | <b>962 585</b> | <b>104 339</b> | <b>31 905 894</b>     | <b>58 766 169</b> | <b>516</b>                                  | <b>5.8</b>   |

(a) Excludes North Scottish Helicopters

(b) Excludes Air Wales

# Aircraft Type and Utilisation Individual Airlines 1978

**Table 1.14.2**

|                                   | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo        | Aircraft Hours<br>Passenger | Cargo         | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>end of<br>1978 | Daily<br>utilisation per<br>aircraft (hrs)<br>year<br>1978 |
|-----------------------------------|----------------------|----------------------------|--------------|-----------------------------|---------------|-----------------------|-------------------|---|--|
| <b>British Airways</b>            |                      |                            |              |                             |               |                       |                   |   |  |
| HS 748                            | 909                  | 3 882                      | 0            | 3 420                       | 0             | 97 076                | 26 737            | 2   | 4.7  |
| Vickers Viscount 700D/800/801     | 8 819                | 33 788                     | 75           | 30 965                      | 28            | 1 232 832             | 350 504           | 19  | 4.5  |
| BAC 111-300/400                   | 6 857                | 14 030                     | 0            | 14 936                      | 0             | 652 841               | 304 183           | 7   | 5.8  |
| BAC 111-500                       | 19 620               | 41 240                     | 0            | 42 785                      | 0             | 2 530 362             | 1 156 971         | 18  | 6.5  |
| Hawker Siddley 121 Trident 2E     | 18 337               | 16 768                     | 0            | 31 620                      | 0             | 1 157 294             | 1 255 796         | 16  | 5.4  |
| Aviation Traders Merchantman      | 4 956                | 0                          | 5 666        | 0                           | 8 881         | 0                     | 0                 | 5   | 4.9  |
| Hawker Siddley 121 Trident 1C     | 6 462                | 11 655                     | 0            | 13 195                      | 0             | 754 411               | 417 668           | 11  | 3.3  |
| Hawker Siddley 121 Trident 3B     | 26 735               | 36 479                     | 0            | 52 566                      | 0             | 3 522 099             | 2 536 754         | 25  | 5.8  |
| Hawker Siddley 121 Trident 1E     | 3 987                | 6 917                      | 0            | 9 120                       | 0             | 581 647               | 330 599           | 4   | 6.2  |
| Vickers VC10                      | 0                    | 0                          | 0            | 0                           | 0             | 0                     | 0                 | 1   | 0.0  |
| Vickers Super VC10                | 36 161               | 11 173                     | 0            | 49 668                      | 0             | 640 923               | 3 295 228         | 15  | 9.1  |
| Lockheed L1011 Tristar            | 14 200               | 8 385                      | 0            | 22 070                      | 0             | 1 379 477             | 2 337 563         | 9   | 6.7  |
| Boeing 707-320C/336               | 27 028               | 5 657                      | 2 868        | 23 483                      | 13 305        | 363 924               | 1 775 772         | 11  | 9.2  |
| Boeing 747-100                    | 61 844               | 15 544                     | 0            | 81 175                      | 0             | 2 134 554             | 15 398 441        | 18  | 12.2   |
| Boeing 747-200                    | 20 924               | 4 096                      | 0            | 26 278                      | 0             | 567 737               | 5 068 975         | 7   | 12.5   |
| BAC/Aerospatiale Concorde         | 7 855                | 1 423                      | 0            | 5 666                       | 0             | 82 335                | 457 553           | 5   | 3.1  |
| <b>TOTAL</b>                      | <b>264 694</b>       | <b>211 037</b>             | <b>8 609</b> | <b>406 947</b>              | <b>22 214</b> | <b>15 697 512</b>     | <b>34 712 745</b> | <b>173</b>                                  | <b>6.8</b>   |
| <b>British Airtours</b>           |                      |                            |              |                             |               |                       |                   |   |  |
| Boeing 707-420                    | 16 365               | 7 419                      | 0            | 24 993                      | 0             | 1 073 745             | 2 379 722         | 9   | 7.6  |
| <b>TOTAL</b>                      | <b>16 365</b>        | <b>7 419</b>               | <b>0</b>     | <b>24 993</b>               | <b>0</b>      | <b>1 073 745</b>      | <b>2 379 722</b>  | <b>9</b>                                    | <b>7.6</b>   |
| <b>B A Helicopters</b>            |                      |                            |              |                             |               |                       |                   |   |  |
| Sikorsky S61N                     | 5 446                | 35 175                     | 0            | 27 072                      | 0             | 448 887               | 65 903            | 24  | 3.2  |
| Sikorsky S.58T                    | 286                  | 3 399                      | 0            | 1 555                       | 0             | 17 409                | 1 432             | 2   | 2.1  |
| Bell 212 Twin                     | 122                  | 3 403                      | 0            | 670                         | 0             | 20 713                | 751               | 2   | 1.5  |
| <b>TOTAL</b>                      | <b>5 854</b>         | <b>41 977</b>              | <b>0</b>     | <b>29 297</b>               | <b>0</b>      | <b>487 009</b>        | <b>68 086</b>     | <b>28</b>                                   | <b>3.0</b>   |
| <b>British Caledonian Airways</b> |                      |                            |              |                             |               |                       |                   |   |  |
| Piper PA31 Navajo (All Series)    | 263                  | 1 378                      | 1            | 1 294                       | 2             | 2 798                 | 545               | 2   | 2.5  |
| BAC 111-200                       | 6 619                | 15 447                     | 40           | 15 715                      | 47            | 617 378               | 281 699           | 7   | 6.2  |
| BAC 111-500                       | 11 625               | 14 456                     | 457          | 21 992                      | 535           | 842 075               | 808 226           | 8   | 7.0  |
| Boeing 707-320C/336               | 23 828               | 3 713                      | 2 361        | 20 213                      | 11 149        | 238 077               | 1 321 819         | 8   | 9.7  |
| McDonnell-Douglas DC-10-30        | 6 424                | 2 009                      | 0            | 8 407                       | 0             | 148 391               | 932 301           | 2   | 11.5   |
| Sikorsky S61N                     | 147                  | 3 687                      | 0            | 922                         | 0             | 31 274                | 1 251             | 1   | 4.5  |
| <b>TOTAL</b>                      | <b>48 906</b>        | <b>40 690</b>              | <b>2 859</b> | <b>68 543</b>               | <b>11 733</b> | <b>1 879 993</b>      | <b>3 345 841</b>  | <b>28</b>                                   | <b>7.7</b>   |
| <b>Air Anglia</b>                 |                      |                            |              |                             |               |                       |                   |   |  |
| Fokker Friendship 100/600         | 7 153                | 16 937                     | 0            | 19 802                      | 0             | 315 171               | 151 905           | 8   | 6.7  |
| Piper PA31 Navajo (All Series)    | 1 936                | 8 890                      | 0            | 7 055                       | 0             | 29 369                | 7 221             | 7   | 2.8  |
| <b>TOTAL</b>                      | <b>9 089</b>         | <b>25 827</b>              | <b>0</b>     | <b>26 857</b>               | <b>0</b>      | <b>344 540</b>        | <b>159 126</b>    | <b>15</b>                                   | <b>4.9</b>   |
| <b>Air Faisal</b>                 |                      |                            |              |                             |               |                       |                   |   |  |
| Bristol Britannia 300             | 480                  | 0                          | 183          | 0                           | 1 048         | 0                     | 0                 | 0   | 2.9  |
| <b>TOTAL</b>                      | <b>480</b>           | <b>0</b>                   | <b>183</b>   | <b>0</b>                    | <b>1 048</b>  | <b>0</b>              | <b>0</b>          | <b>0</b>                                    | <b>2.9</b>   |
| <b>Air Freight</b>                |                      |                            |              |                             |               |                       |                   |   |  |
| DC3 Dakota/Pionair                | 777                  | 843                        | 2 033        | 1 420                       | 2 514         | 16 401                | 5 288             | 4   | 2.3  |
| <b>TOTAL</b>                      | <b>777</b>           | <b>843</b>                 | <b>2 033</b> | <b>1 420</b>                | <b>2 514</b>  | <b>16 401</b>         | <b>5 288</b>      | <b>4</b>                                    | <b>2.3</b>   |
| <b>Air Wales</b>                  |                      |                            |              |                             |               |                       |                   |   |  |
| Piper PA31 Navajo (All Series)    | 294                  | 1 307                      | 0            | 1 136                       | 0             | 4 852                 | 1 101             |   |  |
| Embraer Bandeirante               | 356                  | 650                        | 0            | 1 125                       | 0             | 3 475                 | 1 906             |   |  |
| <b>TOTAL</b>                      | <b>651</b>           | <b>1 957</b>               | <b>0</b>     | <b>2 261</b>                | <b>0</b>      | <b>8 327</b>          | <b>3 007</b>      |   |  |

**Table 1.14.2 cont.**

|                                       | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo | Aircraft Hours<br>Passenger | Cargo | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>end of<br>1978 | Daily<br>utilisation per<br>aircraft (hrs)<br>year<br>1978 |
|---------------------------------------|----------------------|----------------------------|-------|-----------------------------|-------|-----------------------|-------------------|---|--|
| <b>Air Westward</b>                   |                      |                            |       |                             |       |                       |                   |   |  |
| Cessna 404 Titan                      | 903                  | 2 011                      | 0     | 3 570                       | 0     | 9 155                 | 4 224             | .   | .  |
| TOTAL                                 | 903                  | 2 011                      | 0     | 3 570                       | 0     | 9 155                 | 4 224             | ..  | ..   |
| <b>Air-Bridge Carriers</b>            |                      |                            |       |                             |       |                       |                   |   |  |
| HP Herald 100/200                     | 474                  | 250                        | 2 086 | 286                         | 1 370 | 5 780                 | 2 329             | 4   | 1.6  |
| AW650 Argosy                          | 588                  | 0                          | 1 635 | 0                           | 2 139 | 0                     | 0                 | 3   | 2.0  |
| Aviation Traders Merchantman          | 553                  | 0                          | 483   | 0                           | 1 229 | 0                     | 0                 | 1   | 3.4  |
| TOTAL                                 | 1 615                | 250                        | 4 204 | 286                         | 4 738 | 5 780                 | 2 329             | 8   | 2.0  |
| <b>Alldair</b>                        |                      |                            |       |                             |       |                       |                   |   |  |
| Vickers Viscount 700                  | 1 387                | 4 676                      | 63    | 4 599                       | 73    | 161 080               | 46 249            | 6   | 3.0  |
| TOTAL                                 | 1 387                | 4 676                      | 63    | 4 599                       | 73    | 161 080               | 46 249            | 6   | 3.0  |
| <b>Aurigny Air Services</b>           |                      |                            |       |                             |       |                       |                   |   |  |
| Britten-Norman Trislander             | 1 149                | 20 296                     | 0     | 6 315                       | 0     | 214 131               | 11 787            | 6   | 3.0  |
| Britten-Norman Islander               | 99                   | 1 617                      | 0     | 543                         | 0     | 8 126                 | 485               | 2   | 0.7  |
| TOTAL                                 | 1 248                | 21 913                     | 0     | 6 858                       | 0     | 222 257               | 12 272            | 8   | 2.4  |
| <b>Bristow Helicopters</b>            |                      |                            |       |                             |       |                       |                   |   |  |
| Sikorsky S6 1N                        | 4 047                | 19 885                     | 0     | 24 156                      | 0     | 249 637               | 50 068            | 18  | 3.9  |
| Westland Wessex                       | 600                  | 12 526                     | 0     | 4 290                       | 0     | 54 641                | 2 633             | 3   | 2.1  |
| Sikorsky S.58T                        | 650                  | 5 448                      | 0     | 4 333                       | 0     | 42 473                | 4 682             | 5   | 3.0  |
| Bell 212 Twin                         | 20                   | 205                        | 0     | 132                         | 0     | 1 164                 | 116               | 1   | 0.8  |
| Aerospatiale SA330J Puma              | 1 816                | 8 065                      | 0     | 8 900                       | 0     | 101 289               | 22 940            | 10  | 3.1  |
| TOTAL                                 | 7 133                | 46 129                     | 0     | 41 811                      | 0     | 449 204               | 80 439            | 37  | 3.2  |
| <b>Britannia Airways</b>              |                      |                            |       |                             |       |                       |                   |   |  |
| Boeing 737-200                        | 38 997               | 22 858                     | 14    | 61 535                      | 32    | 2 678 165             | 4 589 274         | 18  | 10.4   |
| TOTAL                                 | 38 997               | 22 858                     | 14    | 61 535                      | 32    | 2 678 165             | 4 589 274         | 18  | 10.4   |
| <b>British Air Ferries</b>            |                      |                            |       |                             |       |                       |                   |   |  |
| HP Herald 100/200                     | 3 229                | 10 177                     | 1 170 | 10 512                      | 1 677 | 195 770               | 48 377            | 13  | 2.9  |
| Aviation Traders Carvair              | 360                  | 0                          | 641   | 0                           | 1 483 | 277                   | 144               | 2   | 2.0  |
| TOTAL                                 | 3 589                | 10 177                     | 1 811 | 10 512                      | 3 160 | 196 047               | 48 521            | 15  | 2.8  |
| <b>British Executive Air Services</b> |                      |                            |       |                             |       |                       |                   |   |  |
| Bell 212 Twin                         | 1 323                | 52 196                     | 0     | 8 411                       | 0     | 237 634               | 6 049             | 7   | 3.3  |
| TOTAL                                 | 1 323                | 52 196                     | 0     | 8 411                       | 0     | 237 634               | 6 049             | 7   | 3.3  |
| <b>British Island Airways</b>         |                      |                            |       |                             |       |                       |                   |   |  |
| HP Herald 100/200                     | 5 635                | 18 901                     | 4 789 | 16 108                      | 5 573 | 565 424               | 117 582           | 13  | 5.9  |
| BAC 111-300/400                       | 73                   | 74                         | 0     | 134                         | 0     | 5 065                 | 5 092             | 3   | 3.6  |
| TOTAL                                 | 5 708                | 18 975                     | 4 789 | 16 242                      | 5 573 | 570 489               | 122 674           | 16  | 5.9  |
| <b>British Midland Airways</b>        |                      |                            |       |                             |       |                       |                   |   |  |
| Vickers Viscount 700D/800/810         | 4 954                | 15 595                     | 0     | 15 916                      | 0     | 507 431               | 191 564           | 95  | 5.1  |
| McDonnell-Douglas DC9-10 to 40        | 3 106                | 6 307                      | 0     | 6 715                       | 0     | 300 550               | 160 145           | 6   | 8.0  |
| Boeing 707-320C/336                   | 7 116                | 4 118                      | 502   | 10 007                      | 1 514 | 375 394               | 554 728           | 2   | 6.4  |
| TOTAL                                 | 15 176               | 26 020                     | 502   | 32 638                      | 1 514 | 1 183 375             | 906 437           | 17  | 5.9  |

**Table 1.14.2 cont.**

|                                       | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo | Aircraft Hours<br>Passenger | Cargo  | Passengers<br>carried | Pass-km<br>(000) | Aircraft in<br>end of<br>1978 | Daily<br>utilisation per<br>year<br>1978 |
|---------------------------------------|----------------------|----------------------------|-------|-----------------------------|--------|-----------------------|------------------|-------------------------------|--|
| <b>Brymon Airways</b>                 |                      |                            |       |                             |        |                       |                  |                               |  |
| Britten — Norman Islander             | 130                  | 837                        | 0     | 691                         | 0      | 3 275                 | 533              | 0                             | 2.1                                      |
| HP Herald 100/200                     | 282                  | 835                        | 0     | 1 145                       | 0      | 22 550                | 7 622            | 1                             | 4.9                                      |
| DHC 6 Twin-Otter                      | 609                  | 3 341                      | 0     | 2 757                       | 0      | 28 637                | 6 002            | 2                             | 4.3                                      |
| TOTAL                                 | 1 021                | 5 013                      | 0     | 4 593                       | 0      | 54 462                | 14 157           | 3                             | 3.8                                      |
| <b>Burnthills Aviation</b>            |                      |                            |       |                             |        |                       |                  |                               |  |
| Bell 206 Jetranger                    | 2                    | 17                         | 0     | 11                          | 0      | 16                    | 2                | ..                            | ..                                       |
| TOTAL                                 | 2                    | 17                         | 0     | 11                          | 0      | 16                    | 2                | ..                            | ..                                       |
| <b>Dan-Air Services</b>               |                      |                            |       |                             |        |                       |                  |                               |  |
| HS 748                                | 6 874                | 21 371                     | 62    | 24 765                      | 110    | 532 260               | 197 882          | 18                            | 3.9                                      |
| BAC 111-200                           | 2 055                | 2 946                      | 0     | 4 195                       | 0      | 158 369               | 119 096          | 2                             | 5.7                                      |
| BAC 111-300/400                       | 7 443                | 6 118                      | 0     | 13 380                      | 0      | 416 419               | 528 675          | 5                             | 7.3                                      |
| BAC 111-500                           | 10 962               | 8 867                      | 0     | 19 437                      | 0      | 900 699               | 1 142 767        | 6                             | 8.9                                      |
| DH 106 Comet 4B/C                     | 9 982                | 6 942                      | 0     | 16 974                      | 0      | 721 885               | 1 059 518        | 7                             | 4.2                                      |
| Boeing 727-100                        | 16 241               | 8 525                      | 0     | 24 269                      | 0      | 959 740               | 1 914 763        | 8                             | 9.0                                      |
| Boeing 707-320C/336                   | 4 032                | 697                        | 743   | 2 678                       | 2 898  | 79 919                | 296 947          | 1                             | 4.2                                      |
| TOTAL                                 | 57 589               | 55 466                     | 805   | 105 698                     | 3 008  | 3 769 291             | 5 259 648        | 47                            | 5.7                                      |
| <b>General Aviation Services</b>      |                      |                            |       |                             |        |                       |                  |                               |  |
| DC3 Dakota/pionair                    | 318                  | 0                          | 831   | 0                           | 1 353  | 0                     | 0                | 2                             | 2.1                                      |
| TOTAL                                 | 318                  | 0                          | 831   | 0                           | 1 353  | 0                     | 0                | 2                             | 2.1                                      |
| <b>Haywards Aviation</b>              |                      |                            |       |                             |        |                       |                  |                               |  |
| Britten-Norman Islander               | 122                  | 671                        | 0     | 599                         | 0      | 2 446                 | 490              | 1                             | 1.6                                      |
| Piper PA23 Aztec (and Apache)         | 78                   | 476                        | 0     | 330                         | 0      | 1 129                 | 172              | 1                             | 0.5                                      |
| TOTAL                                 | 199                  | 1 147                      | 0     | 929                         | 0      | 3 575                 | 662              | 2                             | 0.9                                      |
| <b>I.A.S. Cargo Airlines</b>          |                      |                            |       |                             |        |                       |                  |                               |  |
| Bristol Britannia 300                 | 784                  | 0                          | 323   | 0                           | 1 689  | 0                     | 0                | 0                             | 6.4                                      |
| McDonnell-Douglas DC8-54F/55F         | 8 139                | 0                          | 2533  | 0                           | 11 170 | 0                     | 0                | 4                             | 9.1                                      |
| TOTAL                                 | 8 923                | 0                          | 2 856 | 0                           | 12 859 | 0                     | 0                | 4                             | 8.6                                      |
| <b>Intra Airways</b>                  |                      |                            |       |                             |        |                       |                  |                               |  |
| DC3 Dakota/pionair                    | 570                  | 3 144                      | 616   | 2 241                       | 796    | 68 502                | 8 617            | 2                             | 2.3                                      |
| Vickers Viscount 700D/800/810         | 1 239                | 2 487                      | 244   | 3 017                       | 367    | 128 008               | 60 930           | 3                             | 3.4                                      |
| TOTAL                                 | 1 809                | 5 631                      | 860   | 5 258                       | 1 163  | 196 510               | 69 547           | 5                             | 2.7                                      |
| <b>Invicta International Airlines</b> |                      |                            |       |                             |        |                       |                  |                               |  |
| Bristol Britannia 300                 | 681                  | 0                          | 506   | 0                           | 1 562  | 0                     | 0                | 2                             | 4.7                                      |
| TOTAL                                 | 681                  | 0                          | 506   | 0                           | 1 562  | 0                     | 0                | 2                             | 4.7                                      |
| <b>Laker Airways</b>                  |                      |                            |       |                             |        |                       |                  |                               |  |
| BAC 111-300/400                       | 9 278                | 5 562                      | 0     | 17 005                      | 0      | 409 405               | 698 074          | 5                             | 9.3                                      |
| McDonnell-Douglas DC10-10             | 13 254               | 2 433                      | 0     | 18 046                      | 0      | 610 799               | 3 385 194        | 4                             | 12.4                                     |
| Boeing 707-320C/336                   | 4 786                | 1 070                      | 0     | 6 384                       | 0      | 139 231               | 727 729          | 2                             | 10.6                                     |
| Boeing 707 138B                       | 3 848                | 1 626                      | 0     | 6 037                       | 0      | 221 284               | 528 957          | 0                             | 10.5                                     |
| TOTAL                                 | 31 165               | 10 691                     | 0     | 47 472                      | 0      | 1 380 719             | 5 339 956        | 11                            | 10.7                                     |

Table 1.14.2 cont.

|                                   | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo         | Aircraft Hours<br>Passenger | Cargo          | Passengers<br>carried | Pass-km<br>(000)  | Aircraft in<br>Service at<br>end of<br>1978 | Daily<br>utilisation per<br>aircraft (hrs)<br>year<br>1978 |
|-----------------------------------|----------------------|----------------------------|---------------|-----------------------------|----------------|-----------------------|-------------------|---|--|
| <b>Loganair</b>                   |                      |                            |               |                             |                |                       |                   |   |  |
| Britten-Norman Trislander         | 1 422                | 7 463                      | 0             | 7 135                       | 0              | 60 794                | 11 631            | 8   | 2.4  |
| Britten-Norman Islander           | 1 174                | 15 511                     | 0             | 5 557                       | 0              | 52 260                | 3 658             | 7   | 2.2  |
| DC 6 Twin-Otter                   | 519                  | 1 745                      | 0             | 2 273                       | 0              | 18 976                | 5 391             | 3   | 2.9  |
| <b>TOTAL</b>                      | <b>3 116</b>         | <b>24 719</b>              | <b>0</b>      | <b>14 965</b>               | <b>0</b>       | <b>132 030</b>        | <b>20 680</b>     | <b>18</b>                                   | <b>2.4</b>   |
| <b>Management Aviation</b>        |                      |                            |               |                             |                |                       |                   |   |  |
| Sikorsky S.58T                    | 330                  | 2 006                      | 383           | 1 694                       | 118            | 14 558                | 2 262             | 2   | 2.8  |
| MBB BO 105                        | 665                  | 12 282                     | 153           | 3 276                       | 46             | 35 066                | 1 967             | 3   | 3.4  |
| <b>TOTAL</b>                      | <b>995</b>           | <b>14 288</b>              | <b>536</b>    | <b>4 970</b>                | <b>164</b>     | <b>49 624</b>         | <b>4 229</b>      | <b>5</b>                                    | <b>3.1</b>   |
| <b>Monarch Airlines</b>           |                      |                            |               |                             |                |                       |                   |   |  |
| BAC 111-500                       | 5 048                | 4 163                      | 0             | 8 912                       | 0              | 379 167               | 477 918           | 3   | 8.9  |
| Boeing 707-120-120B               | 1 497                | 955                        | 0             | 2 320                       | 0              | 128 841               | 215 935           | 1   | 8.2  |
| Boeing 720/720B                   | 6 375                | 3 353                      | 0             | 9 476                       | 0              | 438 613               | 863 609           | 3   | 8.9  |
| <b>TOTAL</b>                      | <b>12 920</b>        | <b>8 471</b>               | <b>0</b>      | <b>20 708</b>               | <b>0</b>       | <b>946 621</b>        | <b>1 557 462</b>  | <b>7</b>                                    | <b>8.8</b>   |
| <b>North Scottish Helicopters</b> |                      |                            |               |                             |                |                       |                   |   |  |
| Sikorsky S6 1N                    | 3                    | 104                        | 0             | 15                          | 0              | 104                   | 23                | ·   | · ·  |
| MBB BO 105                        | 2 221                | 50 111                     | 0             | 11 108                      | 0              | 150 333               | 6 665             | · ·   | · ·  |
| <b>TOTAL</b>                      | <b>2 224</b>         | <b>50 215</b>              | <b>0</b>      | <b>11 123</b>               | <b>0</b>       | <b>150 437</b>        | <b>6 688</b>      | <b>·</b>                                    | <b>· ·</b>   |
| <b>Pelican Air Transport</b>      |                      |                            |               |                             |                |                       |                   |   |  |
| Boeing 707-320C/336               | 1 535                | 0                          | 485           | 0                           | 2 107          | 0                     | 0                 | 2   | 8.6  |
| <b>TOTAL</b>                      | <b>1 535</b>         | <b>0</b>                   | <b>485</b>    | <b>0</b>                    | <b>2 107</b>   | <b>0</b>              | <b>0</b>          | <b>2</b>                                    | <b>8.6</b>   |
| <b>Redcoat Air Cargo</b>          |                      |                            |               |                             |                |                       |                   |   |  |
| Bristol Britannia 300             | 1 285                | 0                          | 482           | 0                           | 2 745          | 0                     | 0                 | 2   | 5.0  |
| <b>TOTAL</b>                      | <b>1 285</b>         | <b>0</b>                   | <b>482</b>    | <b>0</b>                    | <b>2 745</b>   | <b>0</b>              | <b>0</b>          | <b>2</b>                                    | <b>5.0</b>   |
| <b>Scimitar Airlines</b>          |                      |                            |               |                             |                |                       |                   |   |  |
| Boeing 707-320C/336               | 277                  | 0                          | 85            | 0                           | 389            | 0                     | 0                 | 1   | 7.8  |
| <b>TOTAL</b>                      | <b>277</b>           | <b>0</b>                   | <b>85</b>     | <b>0</b>                    | <b>389</b>     | <b>0</b>              | <b>0</b>          | <b>1</b>                                    | <b>7.8</b>   |
| <b>Southern Int-Air Transport</b> |                      |                            |               |                             |                |                       |                   |   |  |
| Vickers Viscount 700D/800/810     | 134                  | 52                         | 186           | 78                          | 267            | 1 896                 | 855               | 2   | 2.5  |
| <b>TOTAL</b>                      | <b>134</b>           | <b>52</b>                  | <b>186</b>    | <b>78</b>                   | <b>267</b>     | <b>1 896</b>          | <b>855</b>        | <b>2</b>                                    | <b>2.5</b>   |
| <b>Tradewinds Airways</b>         |                      |                            |               |                             |                |                       |                   |   |  |
| Canadair CL 44                    | 2 905                | 0                          | 1 274         | 0                           | 5 845          | 0                     | 0                 | 2   | 6.1  |
| Boeing 707-320C/336               | 1 393                | 0                          | 472           | 0                           | 1 962          | 0                     | 0                 | 3   | 5.0  |
| <b>TOTAL</b>                      | <b>4 298</b>         | <b>0</b>                   | <b>1 746</b>  | <b>0</b>                    | <b>7 807</b>   | <b>0</b>              | <b>0</b>          | <b>5</b>                                    | <b>5.8</b>   |
| <b>Transmeridian Air Cargo</b>    |                      |                            |               |                             |                |                       |                   |   |  |
| Canadair CL 44                    | 6 760                | 0                          | 2 047         | 0                           | 13 500         | 0                     | 0                 | 7   | 5.3  |
| McDonnell-Douglas DC8-54F/55F     | 3 404                | 0                          | 1 133         | 0                           | 4 816          | 0                     | 0                 | 2   | 7.2  |
| <b>TOTAL</b>                      | <b>10 164</b>        | <b>0</b>                   | <b>3 180</b>  | <b>0</b>                    | <b>18 316</b>  | <b>0</b>              | <b>0</b>          | <b>9</b>                                    | <b>5.7</b>   |
| <b>GRAND TOTAL</b>                | <b>562 548</b>       | <b>710 665</b>             | <b>37 625</b> | <b>962 585</b>              | <b>104 339</b> | <b>31 905 894</b>     | <b>58 766 169</b> | <b>516</b>                                  | <b>5.8</b>   |

## Operations Subject to Variable Change by Type of Licence 1978

**Table 1.15**

| Type of Licence<br>or Service     | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-km used<br>Cargo<br>(000) | Passengers<br>(000) | Percentage<br>of available |
|-----------------------------------|--------------------------------|----------------|---------------------------------|---------------------|----------------------------|
| <b>Chargeable Operations:</b>     |                                |                |                                 |                     |                            |
| Class 1                           | 7 812 917                      | 4 680 025      | 1 125 970                       | 3 554 055           | 59.9                       |
| Class 2                           | 384 998                        | 254 690        | 0                               | 254 690             | 66.1                       |
| Class 3                           | 1 234 374                      | 1 055 139      | 0                               | 1 055 139           | 85.4                       |
| Class 4                           | 224 762                        | 172 439        | 0                               | 172 439             | 76.7                       |
| Class 5A                          | 189 467                        | 131 709        | 92 515                          | 39 194              | 69.5                       |
| Class 6                           | 751 679                        | 471 786        | 471 769                         | 18                  | 62.7                       |
| Class 7                           | 21 835                         | 13 042         | 728                             | 12 314              | 59.7                       |
| TOTAL                             | 10 620 032                     | 6 778 831      | 1 690 982                       | 5 087 849           | 63.8                       |
| <b>Non-chargeable Operations:</b> |                                |                |                                 |                     |                            |
| Aircraft Hired from for/ops       | 412 536                        | 267 509        | 129 458                         | 138 050             | 64.8                       |
| Exempt Services                   | 349 175                        | 203 599        | 154 285                         | 49 314              | 58.3                       |
| Class 5B                          | 386 762                        | 205 165        | 107 752                         | 97 413              | 53.0                       |
| Small Aircraft Operations         | 9 377                          | 4 552          | 87                              | 4 465               | 48.5                       |
| TOTAL                             | 1 157 850                      | 680 825        | 391 582                         | 289 242             | 58.8                       |
| GRAND TOTAL                       | 11 777 882                     | 7 459 656      | 2 082 564                       | 5 377 091           | 63.3                       |

## Output by Type of Licence and Aircraft Ownership 1978

**Table 1.16**

| Type of Licence<br>of Service | Capacity tonne-km Available |                                   |                             | Total<br>(000) |
|-------------------------------|-----------------------------|-----------------------------------|-----------------------------|----------------|
|                               | Own<br>Aircraft<br>(000)    | Hired from<br>UK Airline<br>(000) | Hired<br>Otherwise<br>(000) |                |
| Class 1                       | 7 819 384                   | 33 948                            | 241 434                     | 8 094 766      |
| Class 2                       | 384 998                     | 0                                 | 0                           | 384 998        |
| Class 3                       | 1 234 374                   | 205                               | 79                          | 1 234 658      |
| Class 4                       | 224 762                     | 6 299                             | 0                           | 231 061        |
| Class 6                       | 751 679                     | 26 688                            | 107 902                     | 886 269        |
| Class 7                       | 24 745                      | 0                                 | 0                           | 24 745         |
| Exempt Services               | 349 175                     | 122 637                           | 46 032                      | 517 844        |
| TOTAL                         | 10 789 117                  | 189 777                           | 395 447                     | 11 374 341     |
| Class 5A                      | 189 467                     | 299                               | 935                         | 190 701        |
| Class 5B                      | 386 762                     | 1 989                             | 16 154                      | 404 905        |
| TOTAL                         | 576 229                     | 2 288                             | 17 089                      | 595 606        |
| GRAND TOTAL                   | 11 365 346                  | 192 065                           | 412 536                     | 11 969 947     |



# Public Transport Air-Taxi Operations 1978

**Table 1.17**

| Aircraft                        | No. of<br>Flights | Aircraft<br>Rev. Hours |
|---------------------------------|-------------------|------------------------|
| Aerospatiale Alouette II        | 18                | 17.9                   |
| Aerospatiale SA-341G Gazelle    | 297               | 278.5                  |
| Beagle 206                      | 952               | 1 034.2                |
| Beechcraft B55 Baron            | 715               | 740.6                  |
| Beechcraft B80 Queen Air        | 951               | 1 755.6                |
| Beechcraft B90 King Air         | 352               | 669.6                  |
| Beech 200 Super King Air        | 51                | 79.3                   |
| Bell 47G                        | 917               | 710.7                  |
| Bell 206 Jet Ranger             | 12 623            | 7 747.1                |
| Britten-Norman Islander         | 1 419             | 1 550.9                |
| Britten-Norman Trislander       | 94                | 128.5                  |
| Cessna 150                      | 89                | 111.2                  |
| Cessna 172 Skyhawk              | 1 082             | 377.9                  |
| Cessna 180/182                  | 33                | 49.5                   |
| Cessna 206 Super Skywagon       | 671               | 109.2                  |
| Cessna 310/320                  | 1 785             | 1 283.9                |
| Cessna 401/402/411/414/421      | 1 801             | 1 808.7                |
| Cessna 404 Titan                | 555               | 874.9                  |
| Cessna 500 Citation             | 1 013             | 1 241.6                |
| Dassault Mystere 20/Falcon 20   | 571               | 780.6                  |
| DH 104 Dove                     | 274               | 361.0                  |
| DH 114 Heron                    | 1 889             | 3 144.5                |
| DHC 6 Twin-Otter                | 652               | 878.9                  |
| Ecureil                         | 16                | 22.0                   |
| Embraer Bandeirante             | 1 661             | 2 484.4                |
| Enstrom F28A/280                | 115               | 102.2                  |
| HS 125                          | 9 235             | 10 010.7               |
| Hughes 269A (300)               | 654               | 588.3                  |
| Hughes 369 (500)                | 281               | 157.3                  |
| Jetstream                       | 265               | 457.6                  |
| MBB BO 105                      | 377               | 175.8                  |
| Partenavia P68B Victor          | 1 749             | 1 569.6                |
| Piper PA-23 Aztec (and Apache)  | 31 072            | 31 313.7               |
| Piper PA-28 (and P-32) Cherokee | 151               | 76.0                   |
| Piper PA-31 Navajo (all Series) | 13 458            | 15 164.0               |
| Piper PA-30/39 Twin Comanche    | 1 818             | 1 933.5                |
| Piper PA-34 -200 Seneca         | 1 669             | 1 552.9                |
| Ted Smith Aerostar 601P         | 157               | 343.8                  |
| Travelair                       | 194               | 179.8                  |
| Turbo Commander                 | 30                | 156.6                  |
| Westland S55 Whirlwind          | 7                 | 7.6                    |
| All Operators Total             | 91 713            | 92 030.6               |

Note: The information above has been produced from quarterly returns provided by some 129 operators who are in possession of Air Operators' Certificates.

# Airline Personnel Costs (UK and Overseas) 1978

**Table 1.18**

|                            | PILOTS AND CO-PILOTS        |         |                                   | OTHER COCKPIT PERSONNEL     |         |                                   | CABIN ATTENDANTS            |         |                                   |
|----------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|
|                            | Average number of Personnel |         | Average Expenditure a head (£000) | Average number of personnel |         | Average expenditure a head (£000) | Average number of personnel |         | Average Expenditure a head (£000) |
|                            | Males                       | Females |                                   | Males                       | Females |                                   | Males                       | Females |                                   |
| British Airways*           | 3 004                       | —       | 12.14                             | 616                         | —       | 9.02                              | 2 619                       | 4 189   | 4.45                              |
| British Caledonian Airways | 394                         | 1       | 12.09                             | 102                         | —       | 8.97                              | 99                          | 772     | 3.90                              |
| Air Anglia                 | 91                          | —       | 7.25                              | —                           | —       | —                                 | —                           | 73      | 2.92                              |
| Britannia Airways          | 223                         | —       | 13.03                             | —                           | —       | —                                 | 7                           | 395     | 3.94                              |
| British Air Ferries        | 62                          | 4       | 8.99                              | —                           | —       | —                                 | —                           | 40      | 2.88                              |
| British Island Airways     | 103                         | —       | 6.23                              | —                           | —       | —                                 | —                           | 81      | 2.54                              |
| British Midland Airways    | 130                         | —       | 10.48                             | 34                          | —       | 7.26                              | 8                           | 129     | 3.20                              |
| Dan Air Services           | 467                         | 4       | 9.81                              | 118                         | —       | 8.11                              | —                           | 625     | 3.26                              |
| I.A.S. Cargo Airlines      | 52                          | —       | 12.10                             | 31                          | —       | 10.00                             | —                           | —       | —                                 |
| Laker Airways              | 163                         | —       | 11.25                             | 50                          | —       | 7.48                              | 3                           | 501     | 3.20                              |
| Monarch Airlines           | 76                          | —       | 10.83                             | 23                          | —       | 9.48                              | 2                           | 145     | 4.04                              |
| Tradewinds Airways         | 51                          | —       | 12.43                             | 37                          | —       | 9.78                              | —                           | —       | —                                 |
| Transmeridian Air Cargo    | 137                         | —       | 12.81                             | Included in "Pilots"        | —       | —                                 | —                           | —       | —                                 |
| Others                     | 394                         | 4       | 8.69                              | 22                          | —       | 5.63                              | 14                          | 48      | 2.44                              |

  

|                            | MAINTENANCE AND OVERHAUL PERSONNEL |         |                                   | TRAFFIC AND SALES PERSONNEL       |         |                                   | ALL OTHER PERSONNEL         |         |                                   |
|----------------------------|------------------------------------|---------|-----------------------------------|-----------------------------------|---------|-----------------------------------|-----------------------------|---------|-----------------------------------|
|                            | Average number of Personnel        |         | Average Expenditure a head (£000) | Average number of Personnel       |         | Average Expenditure a head (£000) | Average number of Personnel |         | Average Expenditure a head (£000) |
|                            | Males                              | Females |                                   | Males                             | Females |                                   | Males                       | Females |                                   |
| British Airways*           | 13 703                             | 1 111   | 5.41                              | 2 274                             | 2 301   | 7.17                              | 18 379                      | 7 824   | 5.46                              |
| British Caledonian Airways | 1 124                              | 80      | 5.85                              | 1 159                             | 770     | 5.60                              | 1 065                       | 479     | 5.84                              |
| Air Anglia                 | 186                                | 11      | 4.00                              | 33                                | 70      | 2.95                              | 64                          | 37      | 3.97                              |
| Britannia Airways          | 298                                | 45      | 5.49                              | 24                                | 52      | 4.08                              | 116                         | 116     | 4.92                              |
| British Air Ferries        | 195                                | 8       | 5.00                              | 52                                | 35      | 3.94                              | 34                          | 39      | 7.63                              |
| British Island Airways     | 226                                | 14      | 4.80                              | 108                               | 88      | 3.47                              | 65                          | 44      | 4.04                              |
| British Midland Airways    | 174                                | 12      | 5.77                              | 150                               | 188     | 4.07                              | 86                          | 93      | 4.02                              |
| Dan Air Services           | 1 305                              | 99      | 5.07                              | 285                               | 168     | 3.63                              | 137                         | 85      | 3.27                              |
| I.A.S. Cargo Airlines      | 55                                 | 3       | 5.57                              | 37                                | 10      | 4.64                              | 111                         | 41      | 5.10                              |
| Laker Airways              | 334                                | 8       | 5.86                              | Included in "All Other Personnel" | —       | —                                 | 168                         | 212     | 2.47                              |
| Monarch Airlines           | —                                  | —       | —                                 | 14                                | 36      | 3.44                              | 30                          | 29      | 3.81                              |
| Tradewinds Airways         | 41                                 | 2       | 5.26                              | 77                                | 8       | 4.28                              | 16                          | 8       | 4.67                              |
| Transmeridian Air Cargo    | 124                                | 6       | 5.95                              | 82                                | 10      | 5.72                              | 48                          | 33      | 4.88                              |
| Others                     | 728                                | 8       | 5.58                              | 136                               | 67      | 3.82                              | 293                         | 223     | 3.85                              |

\* Includes British Airways Helicopters and British Airtours

**Table 1.19**

## UK Airline Personnel Employed in Great Britain 1978

| Region                   | Number of Personnel at<br>end of June 1978 |                            |                                   | Number of Personnel at<br>end of December 1978 |                            |                                   |
|--------------------------|--|----------------------------|-----------------------------------|--|----------------------------|-----------------------------------|
|                          | Male                                       | Female (inc.<br>part-time) | Part-time*<br>female<br>personnel | Male   | Female (inc.<br>part-time) | Part-time*<br>female<br>personnel |
| North                    | 194  | 127                        | —                                 | 188  | 123                        | 1                                 |
| Yorkshire and Humberside | 148  | 76                         | —                                 | 141  | 74                         | —                                 |
| East Midlands            | 477  | 300                        | 16                                | 527  | 292                        | 15                                |
| East Anglia              | 364  | 120                        | —                                 | 404  | 133                        | 9                                 |
| South East               | 40 496                                     | 16 483                     | 277                               | 40 695   | 16 529                     | 290                               |
| South West               | 169  | 49                         | 1                                 | 169  | 47                         | 1                                 |
| West Midlands            | 451  | 225                        | —                                 | 443  | 201                        | 1                                 |
| North West               | 1 699                                      | 711                        | 2                                 | 1 767  | 627                        | 2                                 |
| Wales                    | 1 629                                      | 306                        | 9                                 | 1 641  | 302                        | 10                                |
| Scotland                 | 2 218                                      | 557                        | 20                                | 2 210  | 550                        | 17                                |
| <b>TOTAL</b>             | <b>47 845</b>                              | <b>18 954</b>              | <b>325</b>                        | <b>48 185</b>                                  | <b>18 878</b>              | <b>346</b>                        |

\*Part-time employment is defined as being not more than 30 hours a week

## **Part 2**

# **UK Airlines—Financial Results**

## PART 2 UK Airlines— Financial Results

### Introduction

Tables 1 to 6 in this section present estimates in summary form of the financial resources and the operating costs and revenues of the public and private sectors of the United Kingdom air transport industry for the years 1970—1977, together with an estimated profit and loss account for the entire industry in 1978.

For the years from 1972 onwards the summaries have been built up from returns submitted by the individual airlines. These returns are made by all airlines which hold a Class 1, 2, 3, 4, 5, or 6 Licence. Those operators who have a Class 7 and no other class of Licence, are not required to report financial statistics, but the summaries include estimates in respect of their operations. Estimates have also been included in respect of companies that have gone out of business during the period and for which it has not been possible to obtain detailed accounts. The figures for the years 1969 to 1971 are based on tables previously published in the Department of Trade and Industry Business Monitor series CA8.

The annual summaries are not truly representative of calendar years; they result from the addition of figures for individual financial years closest to the calendar year involved. The estimate in respect of aggregate accounts for 1978 has been based, where possible, on the financial year accounts of individual airlines. Where financial year accounts are not yet available use has been made of the quarterly reports supplied by airlines, taking the four calendar quarters which most closely match the financial years of the airlines in question. The final audited accounts of airlines may differ considerably from the sum of quarterly profit and loss accounts, so, although the 1978 estimate has been constructed to be as nearly comparable with previous years as is possible at this stage, the final results for the year may be appreciably different.

Tables 7 to 9 give the individual results for individual airlines in 1977. The figures are a copy of the information supplied by airlines on the standard returns. They may not correspond with published company accounts, since, where possible, non-airline activities have been excluded.

Questions of definition concerning the tables of financial statistics may be answered by reference to Appendix C — UK Airlines financial results — definitions.

Details of the operating and traffic statistics reported by each airline for the periods covered by their 1977 financial year are given for the convenience of the reader in Tables 10 to 12.

The airlines whose financial statistics are covered in this Part had an average labour force in 1977 of some 70 000 of which nearly 8 000 were employed overseas. The net output of these airlines is estimated to represent approximately half of one per cent of United Kingdom gross domestic product.

# Financial Resources of United Kingdom Airlines 1970 - 1977

**Table 2.1**

|   | <i>£million</i> |       |       |       |        |        |        |        |
|---|-----------------|-------|-------|-------|--------|--------|--------|--------|
|   | 1970            | 1971  | 1972  | 1973  | 1974   | 1975   | 1976   | 1977   |
| <b>Private Sector</b>   |                 |       |       |       |        |        |        |        |
| Total assets employed   | 58.3            | 64.0  | 77.6  | 90.7  | 109.4  | 116.6  | 139.6  | 155.2  |
| <i>of which</i>   |                 |       |       |       |        |        |        |        |
| Operating equipment and Property                                    | 56.5            | 57.6  | 72.9  | 85.4  | 106.4  | 105.0  | 128.2  | 162.9  |
| Payments on account of Aircraft under construction                  | —               | —     | 1.4   | 2.3   | —      | —      | —      | 3.0    |
| Other non-current assets  | 9.0             | 10.2  | 11.3  | 11.7  | 1.9    | 6.0    | 4.0    | 4.7    |
| Total current net assets  | (7.2)           | (3.8) | (8.0) | (8.7) | 1.0    | 5.6    | 7.4    | (15.6) |
| Total liabilities   | 58.3            | 64.0  | 77.6  | 90.7  | 109.4  | 116.6  | 139.6  | 155.2  |
| <i>of which</i>   |                 |       |       |       |        |        |        |        |
| Shareholders' Fund  | 21.6            | 29.1  | 23.7  | 21.4  | 16.2   | 21.4   | 30.4   | 38.3   |
| Operating Profit (or loss)  | 5.9             | 8.9   | 5.8   | 3.8   | 6.5    | 14.4   | 24.5   | 38.5   |
| Operating Profit (or loss) as a percentage of total assets employed | 10.1            | 13.9  | 7.5   | 4.2   | 5.9    | 12.3   | 17.6   | 24.8   |
| Shareholders fund as a percentage of total liabilities              | 37.1            | 45.5  | 30.5  | 23.6  | 14.8   | 18.4   | 21.8   | 24.7   |
| <b>Public Sector</b>  |                 |       |       |       |        |        |        |        |
| Total assets employed   | 440.2           | 499.2 | 517.0 | 527.6 | 468.3  | 566.5  | 639.9  | 755.5  |
| <i>of which</i>   |                 |       |       |       |        |        |        |        |
| Operating equipment and Property                                    | 383.4           | 462.7 | 464.3 | 460.9 | 450.2  | 553.7  | 627.2  | 724.5  |
| Payments on account of Aircraft under construction                  | 31.2            | 12.5  | 11.5  | 37.0  | 91.0   | 49.8   | 35.1   | 94.4   |
| Other non-current assets  | 23.5            | 29.2  | 26.1  | 20.3  | 19.3   | 20.7   | 21.7   | 14.1   |
| Total current net assets  | 2.3             | (5.3) | 15.1  | 9.3   | (92.2) | (57.7) | (44.1) | (77.6) |
| Total liabilities   | 440.2           | 499.2 | 517.0 | 527.6 | 468.3  | 566.5  | 639.9  | 755.5  |
| <i>of which</i>   |                 |       |       |       |        |        |        |        |
| Public Dividend Capital   | 175.9           | 160.3 | 214.7 | 236.7 | 305.2  | 342.2  | 376.7  | 435.9  |
| Operating Profit (or loss)  | 5.3             | 3.6   | 31.1  | 52.9  | (0.8)  | 3.1    | 88.3   | 42.0   |
| Operating Profit (or loss) as a percentage of total assets employed | 1.2             | 0.7   | 6.2   | 10.0  | (0.2)  | 0.5    | 13.8   | 5.6    |
| Public Dividend Capital as a percentage of total liabilities        | 39.9            | 32.1  | 41.5  | 44.9  | 65.2   | 60.4   | 58.9   | 57.7   |

Table 2.2

# Revenues, Expenses and Profits of United Kingdom Airlines 1970 - 1977

|                                  | 1970            | 1971   | 1972   | 1973   | 1974   | 1975    | 1976    | 1977   |
|----------------------------------|-----------------|--------|--------|--------|--------|---------|---------|--------|
|                                  | <i>£million</i> |        |        |        |        |         |         |        |
| <b>PRIVATE SECTOR</b>            |                 |        |        |        |        |         |         |        |
| Total Operating Revenues         | 101.5           | 125.4  | 148.2  | 182.4  | 240.0  | 284.3   | 382.1   | 510.1  |
| Total Operating Expenses         | 95.6            | 116.5  | 142.4  | 178.6  | 233.5  | 269.9   | 357.6   | 471.6  |
| Operating profit (or loss)       | 5.9             | 8.9    | 5.8    | 3.8    | 6.5    | 14.4    | 24.5    | 38.5   |
| Non-operating items<br>(balance) | (2.6)           | (4.1)  | (2.2)  | (3.6)  | (5.4)  | (6.7)   | (6.6)   | (14.9) |
| Profit (or loss) before Tax      | 3.3             | 4.9    | 3.6    | 0.2    | 1.1    | 7.7     | 17.9    | 23.6   |
| <b>PUBLIC SECTOR</b>             |                 |        |        |        |        |         |         |        |
| Total Operating Revenues         | 343.0           | 392.0  | 468.0  | 581.3  | 667.6  | 808.9   | 1 059.5 | 1161.7 |
| Total Operating Expenses         | 337.7           | 388.4  | 435.9  | 528.4  | 668.2  | 805.8   | 971.2   | 1119.7 |
| Operating profit (or loss)       | 5.3             | 3.6    | 31.1   | 52.9   | (0.8)  | 3.1     | 88.3    | 42.0   |
| Non-operating items<br>(balance) | 1.4             | (6.5)  | (19.9) | (11.5) | (10.6) | (22.6)  | (12.6)  | (2.4)  |
| Profit (or loss) before Tax      | 6.7             | (2.9)  | 12.2   | 41.4   | (11.4) | (19.5)  | 75.7    | 39.6   |
| <b>ALL AIRLINES</b>              |                 |        |        |        |        |         |         |        |
| Total Operating Revenues         | 444.5           | 517.4  | 616.2  | 763.7  | 907.5  | 1 093.2 | 1 441.6 | 1671.8 |
| Total Operating Expenses         | 433.3           | 504.9  | 578.3  | 707.0  | 901.7  | 1 075.7 | 1 328.8 | 1591.3 |
| Operating profit (or loss)       | 11.2            | 12.5   | 37.9   | 56.7   | 5.7    | 17.5    | 112.8   | 80.5   |
| Non-operating items<br>(balance) | (1.2)           | (10.6) | (22.1) | (15.1) | (16.0) | (29.3)  | (19.2)  | (17.3) |
| Profit (or loss) before Tax      | 10.0            | 1.9    | 15.8   | 41.6   | (10.3) | (11.8)  | 93.6    | 63.1   |

# Trends in United Kingdom Airlines' Operating Costs and Revenues 1970 - 1977

**Table 2.3**

|  | 1970  | 1971  | 1972  | 1973  | 1974  | 1975  | 1976  | 1977  |
|--|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>ALL AIRLINES</b>                                  |       |       |       |       |       |       |       |       |
| <b>COSTS</b>   |       |       |       |       |       |       |       |       |
| <b>Comparison with 1970 (1970=100)</b>               |       |       |       |       |       |       |       |       |
| Aircraft fuel and oil                                | 100·0 | 125·0 | 148·9 | 228·7 | 446·5 | 531·6 | 664·0 | 747·4 |
| Crew salaries and expenses                           | 100·0 | 118·5 | 126·6 | 154·3 | 173·9 | 200·8 | 217·5 | 275·5 |
| Aircraft depreciation and rental                     | 100·0 | 100·6 | 128·3 | 149·8 | 163·3 | 174·6 | 219·8 | 274·8 |
| Other costs  | 100·0 | 117·6 | 132·8 | 156·5 | 183·5 | 223·1 | 277·7 | 336·0 |
| Total Operating Costs                                | 100·0 | 116·5 | 133·5 | 163·2 | 208·1 | 248·3 | 306·7 | 367·3 |
| <b>Comparison with Total—Percentage distribution</b> |       |       |       |       |       |       |       |       |
| Aircraft fuel and oil                                | 10·5  | 11·3  | 11·7  | 14·7  | 22·6  | 22·5  | 22·8  | 21·4  |
| Crew salaries and expenses                           | 8·6   | 8·7   | 8·1   | 8·1   | 7·2   | 6·9   | 6·1   | 6·4   |
| Aircraft depreciation and rental                     | 11·1  | 9·6   | 10·7  | 10·2  | 8·7   | 7·8   | 7·9   | 8·3   |
| Other costs  | 69·8  | 70·4  | 69·5  | 67·0  | 61·5  | 62·8  | 63·2  | 63·9  |
| Total Operating costs                                | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 |
| <b>REVENUES</b>                                      |       |       |       |       |       |       |       |       |
| <b>Comparison with 1970 (1970=100)</b>               |       |       |       |       |       |       |       |       |
| Scheduled services                                   | 100·0 | 112·6 | 136·9 | 169·2 | 202·0 | 240·8 | 327·6 | 364·8 |
| Non-Scheduled services                               | 100·0 | 131·2 | 146·6 | 180·1 | 217·8 | 266·3 | 331·1 | 435·4 |
| Incidental Revenues                                  | 100·0 | 123·3 | 135·3 | 190·2 | 174·4 | 254·9 | 196·2 | 302·3 |
| Total Operating Revenues                             | 100·0 | 116·5 | 138·6 | 171·7 | 204·2 | 245·9 | 324·3 | 376·1 |
| <b>Comparison with Total—Percentage distribution</b> |       |       |       |       |       |       |       |       |
| Scheduled services                                   | 78·3  | 75·8  | 77·3  | 77·1  | 77·5  | 76·7  | 79·1  | 76·0  |
| Non-Scheduled services                               | 18·7  | 21·0  | 19·8  | 19·6  | 19·9  | 20·2  | 19·1  | 21·6  |
| Incidental Revenues                                  | 3·0   | 3·2   | 2·9   | 3·3   | 2·6   | 3·1   | 1·8   | 2·4   |
| Total Operating Revenues                             | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 | 100·0 |



Table 2.4

# United Kingdom Airlines—Profit and Loss Account Summary from 1970 - 1978

|                 |   | 1970         |               |                | 1971          |               |                | 1972          |               |                |
|-----------------|---|--------------|---------------|----------------|---------------|---------------|----------------|---------------|---------------|----------------|
|                 |   | Total        | Public Sector | Private Sector | Total         | Public Sector | Private Sector | Total         | Public Sector | Private Sector |
| <b>REVENUES</b> |   |              |               |                |               |               |                |               |               |                |
| 1               | Scheduled Passenger (individually booked seats direct to passenger)   | 348.2        | 325.1         | 23.1           | 392.1         | 362.1         | 30.0           | 393.1         | 359.7         | 33.4           |
| 2               | Scheduled Passenger (all block-booked seats, including part-charter)  |              |               |                |               |               |                |               |               |                |
| 3               | Scheduled Excess baggage  |              |               |                |               |               |                |               |               |                |
| 4               | Scheduled Freight and Diplomatic bags   |              |               |                |               |               |                |               |               |                |
| 5               | Scheduled Mail  |              |               |                |               |               |                |               |               |                |
| 6               | Non-scheduled flights (a) Inclusive tours<br>(b) ABC other than part-charter<br>(c) Affinity groups<br>(d) Cargo<br>(e) Other | 83.0         | 10.2          | 72.8           | 108.9         | 21.3          | 87.6           | 121.7         | 19.5          | 102.2          |
| 7               | Incidental Revenue  | 13.3         | 7.7           | 5.6            | 16.4          | 8.6           | 7.8            | 18.0          | 10.4          | 7.6            |
| 8               | <b>Total Operating Revenues</b>   | <b>444.5</b> | <b>343.0</b>  | <b>101.5</b>   | <b>517.4</b>  | <b>392.0</b>  | <b>125.4</b>   | <b>616.2</b>  | <b>468.0</b>  | <b>148.2</b>   |
| <b>EXPENSES</b> |   |              |               |                |               |               |                |               |               |                |
| 9               | Flight crew salaries and expenses   | 37.2         | 27.2          | 10.0           | 44.1          | 31.7          | 12.4           | 47.1          | 34.1          | 13.0           |
| 10              | Aircraft fuel and oil   | 45.6         | 32.1          | 13.5           | 57.0          | 39.3          | 17.7           | 67.9          | 45.3          | 22.6           |
| 11              | Flight equipment insurance  | 7.5          | 4.7           | 2.8            | 9.8           | 6.4           | 3.4            | 9.8           | 5.4           | 4.4            |
| 12              | Uninsured losses  | —            | —             | —              | —             | —             | —              | —             | —             | —              |
| 13              | Rental of flight equipment  | 14.3         | 4.6           | 9.7            | 8.7           | (0.2)         | 8.9            | 15.2          | 2.4           | 12.8           |
| 14              | Flight crew training (when not amortised)   | 4.3          | 3.6           | 0.7            | 4.0           | 3.5           | 0.5            | 3.5           | 2.9           | 0.6            |
| 15              | Flight expenses other than items 9 to 14  | 3.6          | 1.1           | 2.5            | 5.7           | 1.9           | 3.8            | 7.3           | 2.9           | 4.4            |
| 16              | Maintenance and overhaul  | 68.8         | 53.3          | 16.5           | 81.8          | 64.0          | 17.8           | 89.7          | 66.7          | 23.0           |
| 17              | Depreciation of aircraft fleet (including spares)   | 33.7         | 27.1          | 6.6            | 39.6          | 32.9          | 6.7            | 46.4          | 39.7          | 6.7            |
| 18              | Depreciation of ground property and equipment   | 4.3          | 3.5(a)        | 0.8            | 5.2           | 4.1(a)        | 1.1            | 5.1           | 4.3(a)        | 0.8            |
| 19              | Amortisation of development and pre-operating costs   | 2.2          | 1.9           | 0.3            | 3.2           | 2.6           | 0.6            | 2.1           | 1.7           | 0.4            |
| 20              | Flight crew training (when amortised)   |              |               |                |               |               |                |               |               |                |
| 21(a)           | Landing and departure fees  | 27.5         | 18.8          | 8.7            | 34.5          | 23.9          | 10.6           | 11.1          | —             | 11.1           |
| (b)             | Aerodrome, En-route, and other Navigation service charges   |              |               |                |               |               |                |               |               |                |
| 22              | Station and ground expenses other than Item 21  | 55.3         | 48.2          | 7.1            | 67.1          | 57.7          | 9.4            | 72.7          | 63.2          | 9.5            |
| 23(a)           | Passenger services—cabin staff and other flight expenses  | 36.7         | 30.2          | 6.5            | 42.2          | 34.5          | 7.7            | 8.8           | —             | 8.8            |
| (b)             | Passenger services—other passenger service costs  |              |               |                |               |               |                |               |               |                |
| 24              | Ticketing, sales and promotion  | 67.0         | 64.9          | 2.1            | 77.8          | 71.9          | 5.9            | 87.3          | 80.8          | 6.5            |
| 25              | General and administrative  | 23.9         | 17.2          | 6.7            | 24.0          | 15.1          | 8.9            | 22.8          | 15.3          | 7.5            |
| 26              | Other operating expenses  | 0.3          | (0.8)         | 1.1            | 0.2           | (0.9)         | 1.1            | 0.4           | (0.9)         | 1.3            |
| 27              | <b>Total Operating Expenses</b>   | <b>433.3</b> | <b>337.7</b>  | <b>95.6</b>    | <b>504.9</b>  | <b>388.4</b>  | <b>116.5</b>   | <b>578.3</b>  | <b>435.9</b>  | <b>142.4</b>   |
| 28              | <b>Operating Profit or (Loss)</b>   | <b>11.2</b>  | <b>5.3</b>    | <b>5.9</b>     | <b>12.5</b>   | <b>3.6</b>    | <b>8.9</b>     | <b>37.9</b>   | <b>32.1</b>   | <b>5.8</b>     |
| 29              | Profit or loss on disposal of fixed assets  | 2.2          | 2.1           | 0.1            | 0.9           | 0.6           | 0.3            | 1.9           | 1.0           | 0.9            |
| 30              | Interest payable less receivable (Net)  | (11.4)       | (8.5)         | (2.9)          | (17.6)        | (13.9)        | (3.7)          | (19.1)        | (15.9)        | (3.2)          |
| 31              | Direct subsidies from public funds  | —            | —             | —              | —             | —             | —              | —             | —             | —              |
| 32              | Other payments from public funds  | 8.0          | 8.0           | —              | 8.0           | 8.0           | —              | —             | —             | —              |
| 33              | Dividends receivable  | —            | —             | —              | —             | —             | —              | —             | —             | —              |
| 34              | Other non-operating items   | —            | (0.2)         | 0.2            | (1.9)         | (1.2)         | (0.7)          | (4.9)         | (5.0)         | 0.1            |
| 35              | <b>Non-Operating Items (Balance)</b>  | <b>(1.2)</b> | <b>1.4</b>    | <b>(2.6)</b>   | <b>(10.6)</b> | <b>(6.5)</b>  | <b>(4.1)</b>   | <b>(22.1)</b> | <b>(19.9)</b> | <b>(2.2)</b>   |
| 36              | <b>Profit or Loss (—) Before Taxation</b>   | <b>10.0</b>  | <b>6.7</b>    | <b>3.3</b>     | <b>1.9</b>    | <b>(2.9)</b>  | <b>4.9</b>     | <b>15.8</b>   | <b>12.2</b>   | <b>3.6</b>     |

(a) B.O.A.C. costs have been charged under other main expenses heading.

Table 2.4

| £ Million |               |                |        |               |                |        |               |                |        |               |                |        |               |                |                       |  |
|-----------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|-----------------------|--|
| 1973      |               |                | 1974   |               |                | 1975   |               |                | 1976   |               |                | 1977   |               |                | 1978                  |  |
| Total     | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Estimate All Airlines |  |
| 489.1     | 441.4         | 47.7           | 581.8  | 517.1         | 64.7           | 715.9  | 648.6         | 67.3           | 981.3  | 889.6         | 91.7           | 1094.4 | 956.5         | 137.9          |                       |  |
| 3.8       | 3.8           |                | 4.8    | 4.8           | —              | 6.2    | 6.1           | 0.1            | 9.0    | 9.0           | —              | 10.7   | 8.7           | 2.0            |                       |  |
| 74.6      | 68.8          | 5.8            | 93.5   | 83.8          | 9.7            | 91.6   | 82.7          | 8.9            | 115.6  | 105.3         | 10.3           | 129.4  | 115.3         | 14.1           |                       |  |
| 21.5      | 20.8          | 0.7            | 23.3   | 22.3          | 1.0            | 24.6   | 23.0          | 1.6            | 34.8   | 32.7          | 2.1            | 35.7   | 33.0          | 2.7            |                       |  |
| 149.4     | 34.0          | 115.4          | 100.5  | 18.5          | 82.0           | 221.0  | 38.7          | 93.7           | 274.8  | —             | 132.2          | 173.7  | 21.6          | 152.1          |                       |  |
|           |               |                | 15.9   | 4.0           | 11.9           |        |               | 17.9           |        |               | 26.7           | 66.4   | 21.1          | 45.3           |                       |  |
|           |               |                | 6.4    | 4.4           | 2.0            |        |               | 2.6            |        |               | 17.2           | 2.9    | —             | 2.9            |                       |  |
|           |               |                | 30.0   | 2.2           | 27.8           |        |               | 42.4           |        |               | —              | 55.0   | 66.6          | —              | 66.6                  |  |
|           |               |                | 28.1   | 4.4           | 23.7           |        |               | 25.7           |        |               | —              | 41.3   | 51.8          | —              | 51.8                  |  |
| 25.3      | 12.5          | 12.8           | 23.2   | 5.9           | 17.3           | 33.9   | 9.8           | 24.1           | 26.1   | 5.7           | 20.4           | 40.2   | 5.5           | 34.7           |                       |  |
| 763.7     | 581.3         | 182.4          | 907.5  | 667.5         | 240.0          | 1093.2 | 808.9         | 284.3          | 1441.6 | 1059.5        | 382.1          | 1671.8 | 1161.7        | 510.1          | 1956.9                |  |
| 57.4      | 42.0          | 15.4           | 64.6   | 48.4          | 16.2           | 74.7   | 54.5          | 20.2           | 80.9   | 54.7          | 26.2           | 102.5  | 71.1          | 31.4           |                       |  |
| 104.3     | 74.9          | 29.4           | 203.6  | 145.6         | 58.0           | 242.4  | 169.6         | 72.8           | 302.8  | 205.5         | 97.3           | 340.8  | 221.2         | 119.6          |                       |  |
| 9.2       | 4.9           | 4.3            | 8.2    | 4.9           | 3.3            | 8.3    | 5.1           | 3.2            | 9.4    | 5.6           | 3.8            | 10.8   | 6.9           | 3.9            |                       |  |
| 0.3       | 0.3           | —              | 0.2    | 0.2           | —              | 0.3    | 0.3           | —              | 0.3    | 0.3           | —              | 0.2    | —             | 0.2            |                       |  |
| 21.6      | 6.5           | 15.1           | 17.0   | 2.7           | 14.3           | 26.7   | 8.2           | 18.5           | 35.3   | 18.7          | 16.6           | 48.0   | 21.3          | 26.8           |                       |  |
| 3.9       | 3.3           | 0.6            | 5.7    | 4.8           | 0.9            | 6.6    | 5.5           | 1.1            | 5.0    | 3.2           | 1.8            | 12.2   | 9.2           | 3.0            |                       |  |
| 5.7       | 0.4           | 5.3            | 7.4    | 0.4           | 7.0            | 3.0    | 1.7           | 1.3            | 6.8    | 2.2           | 4.6            | 8.4    | 0.7           | 7.7            |                       |  |
| 101.9     | 74.5          | 27.4           | 124.0  | 92.0          | 32.0           | 153.7  | 112.5         | 41.2           | 180.2  | 126.7         | 53.5           | 219.1  | 149.5         | 69.6           |                       |  |
| 50.3      | 42.9          | 7.4            | 61.4   | 47.7          | 13.7           | 57.1   | 44.9          | 12.2           | 70.2   | 50.1          | 20.1           | 83.9   | 61.8          | 22.1           |                       |  |
| 9.2       | 8.2(a)        | 1.0            | 13.2   | 12.2          | 1.0            | 9.2    | 8.2           | 1.0            | 13.9   | 13.1          | 0.8            | 16.0   | 15.0          | 1.0            |                       |  |
| 1.8       | 1.0           | 0.8            | 1.3    | 0.4           | 0.9            | 2.0    | 1.3           | 0.7            | 2.7    | 2.2           | 0.5            | 0.7    | —             | 0.7            |                       |  |
| 1.8       | 1.3           | 0.5            | 1.6    | 1.2           | 0.4            | 1.8    | 1.4           | 0.4            | 2.6    | 1.8           | 0.8            | 0.9    | —             | 0.9            |                       |  |
| 44.7      | 30.4          | 14.3           | 47.1   | 30.7          | 16.4           | 61.0   | 41.3          | 19.7           | 87.2   | 55.8          | 31.4           | 99.1   | 59.0          | 40.1           |                       |  |
| 9.6       | 4.1           | 5.5            | 10.6   | 5.9           | 4.7            | 17.4   | 9.3           | 8.1            | 24.6   | 13.4          | 11.2           | 40.3   | 22.7          | 17.6           |                       |  |
| 83.7      | 72.4          | 11.3           | 103.2  | 85.4          | 17.8           | 127.7  | 105.6         | 22.1           | 151.4  | 124.4         | 27.0           | 176.3  | 142.7         | 33.6           |                       |  |
| 63.0      | 52.9          | 10.1           | 79.2   | 62.3          | 16.9           | 85.0   | 65.0          | 20.0           | 130.9  | 105.3         | 25.6           | 145.4  | 110.8         | 34.6           |                       |  |
| 5.1       | 1.1           | 4.0            | 2.1    | 1.0           | 1.1            | 20.8   | 19.7          | 1.1            | 4.7    | 2.4           | 2.3            | 21.8   | 16.6          | 5.2            |                       |  |
| 105.4     | 91.6          | 13.8           | 117.5  | 101.4         | 16.1           | 136.9  | 124.6         | 12.3           | 192.0  | 174.8         | 17.2           | 207.6  | 185.0         | 22.6           |                       |  |
| 25.0      | 15.9          | 9.1            | 31.3   | 21.0          | 10.3           | 38.8   | 27.2          | 11.6           | 24.3   | 11.0          | 13.3           | 41.8   | 22.9          | 18.9           |                       |  |
| 3.1       | (0.2)         | 3.3            | 2.5    | —             | 2.5            | 2.3    | (0.1)         | 2.4            | 3.6    | —             | 3.6            | 15.4   | 3.1           | 12.3           |                       |  |
| 707.0     | 528.4         | 178.6          | 901.7  | 668.2         | 233.5          | 1075.7 | 805.8         | 269.9          | 1328.8 | 971.2         | 357.6          | 1591.3 | 1119.7        | 471.6          | 1831.3                |  |
| 56.7      | 52.9          | 3.8            | 5.7    | (0.8)         | 6.5            | 17.5   | 3.1           | 14.4           | 112.8  | 88.3          | 24.5           | 80.5   | 42.0          | 38.5           | 125.6                 |  |
| 2.7       | 1.1           | 1.6            | 1.6    | (0.4)         | 2.0            | 1.1    | 0.9           | 0.2            | 4.5    | 2.6           | 1.9            | 3.6    | 0.6           | 3.0            |                       |  |
| (15.1)    | (8.8)         | (6.3)          | (14.7) | (8.2)         | (6.5)          | (14.6) | (10.2)        | (4.4)          | (18.9) | (10.8)        | (8.1)          | (11.0) | 7.1           | (8.1)          |                       |  |
| —         | —             | —              | —      | —             | —              | 0.1    | —             | 0.1            | —      | —             | —              | —      | —             | —              |                       |  |
| 0.1       | —             | 0.1            | —      | —             | —              | —      | —             | —              | —      | —             | —              | —      | —             | —              |                       |  |
| —         | —             | —              | 0.7    | 0.7           | —              | 4.5    | 4.5           | —              | 6.7    | 6.7           | —              | 14.5   | 14.5          | —              |                       |  |
| (2.8)     | (3.8)         | 1.0            | (3.6)  | (2.7)         | (0.9)          | (20.4) | (17.8)        | (2.6)          | (11.5) | (11.1)        | (0.4)          | (34.4) | (24.6)        | (9.8)          |                       |  |
| (15.1)    | (11.5)        | (3.6)          | (16.0) | (10.6)        | (5.4)          | (29.3) | (22.6)        | (6.7)          | (19.2) | (12.6)        | (6.6)          | (17.3) | (2.4)         | (14.9)         |                       |  |
| 41.6      | 41.4          | 0.2            | (10.3) | (11.4)        | 1.1            | (11.8) | (19.5)        | 7.7            | 93.6   | 75.7          | 17.9           | 63.1   | 39.6          | 23.6           |                       |  |

**Table 2.5**

# United Kingdom Airlines — Appropriation Account

## Summary from 1970 - 1977

|  | 1970  |                  |                   | 1971  |                  |                   | 1972<br>(a) |                  |                   |
|--|-------|------------------|-------------------|-------|------------------|-------------------|-------------|------------------|-------------------|
|  | Total | Public<br>Sector | Private<br>Sector | Total | Public<br>Sector | Private<br>Sector | Total       | Public<br>Sector | Private<br>Sector |
| 1 Profit or loss before Taxation               | 10.0  | 6.7              | 3.3               | 1.9   | (2.9)            | 4.8               | 18.2        | 14.6             | 3.6               |
| 2 Taxation                                     | 3.0   | 2.6              | 0.4               | +0.6  | +1.4             | 0.8               | 10.9        | 8.7              | 2.2               |
| 3 Profit or loss after Taxation                | 7.0   | 4.1              | 2.9               | 2.5   | (1.5)            | 4.0               | 7.3         | 5.9              | 1.4               |
| 4 Exceptional items and prior year adjustments | 6.2   | 6.1              | 0.1               | 0.2   | 0.4              | (0.2)             | —           | (0.7)            | 0.7               |
| 5 Transfers from reserves                      | —     | —                | —                 | 4.4   | 4.4              | —                 | 2.4         | —                | 2.4               |
| 6 Available for appropriation                  | 13.2  | 10.2             | 3.0               | 7.1   | 3.3              | 3.8               | 9.7         | 5.2              | 4.5               |
| 7 Dividends                                    | 5.7   | 4.9              | 0.8               | 4.5   | 3.3              | 1.2               | 5.0         | 4.4              | 0.6               |
| 8 Transfers to reserves                        | 7.5   | 5.3              | 2.2               | 2.6   | —                | 2.6               | 4.7         | 0.8              | 3.9               |

(a) Group appropriation account including the non-airline divisions of British Airways.

**Table 2.5***(£ million)*

| Total | 1973<br>(a)      |                   | 1974   |                  |                   | 1975   |                  |                   | 1976  |                  |                   | 1977  |                  |                   |
|-------|------------------|-------------------|--------|------------------|-------------------|--------|------------------|-------------------|-------|------------------|-------------------|-------|------------------|-------------------|
|       | Public<br>Sector | Private<br>Sector | Total  | Public<br>Sector | Private<br>Sector | Total  | Public<br>Sector | Private<br>Sector | Total | Public<br>Sector | Private<br>Sector | Total | Public<br>Sector | Private<br>Sector |
| 44.0  | 43.8             | 0.2               | (10.3) | (11.4)           | 1.1               | (11.8) | (19.5)           | 7.7               | 93.6  | 75.7             | 17.9              | 63.9  | 39.6             | 24.3              |
| 27.3  | 26.6             | 0.7               | +0.1   | +2.0             | 1.9               | +0.6   | +3.5             | 2.9               | 49.8  | 40.6             | 9.2               | 31.8  | 21.5             | 10.3              |
| 16.7  | 17.2             | (0.5)             | (10.2) | (9.4)            | (0.8)             | (11.2) | (16.0)           | 4.8               | 43.8  | 35.1             | 8.7               | 32.1  | 18.1             | 14.0              |
| (0.4) | (0.6)            | 0.2               | 2.6    | —                | 2.6               | (0.2)  | (0.3)            | 0.1               | 0.1   | —                | 0.1               | 16.4  | 14.6             | 1.8               |
| 3.1   | —                | 3.1               | 14.5   | 9.4              | 5.1               | 17.6   | 16.3             | 1.3               | 0.9   | —                | 0.9               | (0.1) | (0.2)            | 0.1               |
| 19.4  | 16.6             | 2.8               | 6.9    | —                | 6.9               | 6.2    | —                | 6.2               | 44.8  | 35.1             | 9.7               | 48.4  | 32.5             | 15.9              |
| 6.7   | 6.1              | 0.6               | 3.0    | —                | 3.0               | 2.1    | —                | 2.1               | 13.2  | 11.0             | 2.2               | 9.1   | —                | 9.1               |
| 12.7  | 10.5             | 2.2               | 3.9    | —                | 3.9               | 4.1    | —                | 4.1               | 31.6  | 24.1             | 7.5               | 39.3  | 32.5             | 6.8               |

Table 2.6

# United Kingdom Airlines— Balance Sheet Summary from 1970 - 1977

|   | 1970  |               |                | 1971  |               |                | 1972  |               |                |
|---|-------|---------------|----------------|-------|---------------|----------------|-------|---------------|----------------|
|   | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector | Total | Public Sector | Private Sector |
| <b>ASSETS EMPLOYED</b>  |       |               |                |       |               |                |       |               |                |
| <b>1 Operating Equipment and Property</b>   |       |               |                |       |               |                |       |               |                |
| Aircraft fleet (including spares)   | 567.9 | 495.1         | 72.8           | 671.5 | 601.5         | 70.0           | 725.5 | 632.7         | 92.8           |
| Less: Provisions for amortisation and depreciation                                | 236.4 | 214.2         | 22.2           | 272.9 | 247.4         | 25.5           | 316.4 | 288.5         | 27.9           |
| Aircraft fleet after depreciation   | 331.5 | 280.9         | 50.6           | 398.6 | 354.1         | 44.5           | 409.1 | 344.2         | 64.9           |
| Property and other equipment  | 156.5 | 147.5         | 9.0            | 178.0 | 161.2         | 16.8           | 193.9 | 182.6         | 11.3           |
| Less: Provisions for amortisation and depreciation                                | 48.1  | 45.0          | 3.1            | 56.2  | 52.5          | 3.7            | 65.8  | 62.5          | 3.3            |
| Property after depreciation   | 108.4 | 102.5         | 5.9            | 121.7 | 108.6         | 13.1           | 128.1 | 120.1         | 8.0            |
| Payments on account of aircraft under construction                                | 31.2  | 31.2          | —              | 12.5  | 12.5          | —              | 12.9  | 11.5          | 1.4            |
| <b>2 Interests in Group Companies</b>   |       |               |                |       |               |                |       |               |                |
| Shares  | 5.9   | 2.0           | 3.9            | 6.6   | 5.3           | 1.3            | 0.8   | —             | 0.8            |
| Advances and debts not currently receivable                                       | 6.8   | —             | 6.8            | —     | —             | —              | 6.8   | —             | 6.8            |
| <b>3 Trade Investments</b>  |       |               |                |       |               |                |       |               |                |
| Shares  | 7.1   | 6.8           | 0.3            | —     | —             | —              | —     | —             | —              |
| Advances and debts not currently receivable                                       | 4.2   | 4.2           | —              | —     | —             | —              | —     | —             | —              |
| <b>4 Current Assets</b>   |       |               |                |       |               |                |       |               |                |
| Stores and work in progress   | 12.4  | 8.1           | 4.3            | —     | —             | —              | —     | —             | —              |
| Debtors   | 128.3 | 106.1         | 22.2           | —     | —             | —              | —     | —             | —              |
| Short-term loans and deposits   | 42.0  | 39.8          | 2.2            | —     | —             | —              | —     | —             | —              |
| Bank balance and cash   | 10.2  | 5.3           | 4.9            | —     | —             | —              | —     | —             | —              |
| Group companies advances and debts currently receivable                           | 5.4   | —             | 5.4            | —     | —             | —              | —     | —             | —              |
| Other items   | 5.6   | 3.9           | 1.7            | —     | —             | —              | —     | —             | —              |
| <b>Total current Assets</b>   | 145.0 | 117.9         | 27.1           | 155.7 | 118.3         | 37.4           | 203.9 | 163.2         | 40.7           |
| <b>5 Less: Current Liabilities</b>  |       |               |                |       |               |                |       |               |                |
| Creditors and accruals  | 105.1 | 73.4          | 26.7           | —     | —             | —              | —     | —             | —              |
| Traffic revenue received in advance   | 61.2  | 54.8          | 6.4            | —     | —             | —              | —     | —             | —              |
| Taxation  | 3.2   | 3.2           | —              | —     | —             | —              | —     | —             | —              |
| Dividends   | 4.6   | 4.4           | 0.2            | —     | —             | —              | —     | —             | —              |
| Bank Overdrafts   | 5.1   | 1.5           | 3.6            | —     | —             | —              | —     | —             | —              |
| Instalments of borrowings and hire purchase liabilities repayable within one year | 8.1   | —             | 8.1            | —     | —             | —              | —     | —             | —              |
| Group companies advances and debts currently payable                              | 2.2   | —             | 2.2            | —     | —             | —              | —     | —             | —              |
| Other items   | 7.3   | 5.8           | 1.5            | —     | —             | —              | —     | —             | —              |
| <b>Total Current Liabilities</b>  | 149.9 | 115.6         | 34.3           | 164.8 | 123.6         | 41.2           | 196.8 | 148.1         | 48.7           |
| <b>Total Net Current Assets</b>   | (4.9) | 2.3           | (7.2)          | (9.1) | (5.3)         | (3.8)          | 7.1   | 15.1          | (8.0)          |
| <b>6 Unamortised Costs</b>  |       |               |                |       |               |                |       |               |                |
| Pre-operational training and development  | 17.6  | 14.4          | 3.2            | 21.0  | 16.4          | 4.7            | 13.2  | 10.2          | 3.0            |
| Other items   | 4.9   | 4.9           | —              | —     | —             | —              | —     | —             | —              |
| <b>7 Other Assets</b>   | 9.0   | 7.1           | 1.9            | 11.7  | 7.5           | 4.2            | 0.4   | —             | 0.4            |
| <b>TOTAL ASSETS</b>   | 498.5 | 440.2         | 58.3           | 563.2 | 499.2         | 64.0           | 594.6 | 517.0         | 77.6           |
| <b>FINANCED BY:</b>   |       |               |                |       |               |                |       |               |                |
| <b>8 Shareholders Fund</b>  |       |               |                |       |               |                |       |               |                |
| Share Capital   | 72.0  | 65.0          | 7.0            | 79.9  | 65.0          | 14.9           | 142.4 | 125.0         | 17.4           |
| Share Premium Account   | 5.1   | —             | —              | 3.0   | —             | 3.0            | 2.5   | —             | 2.5            |
| Reserves: Capital   | —     | —             | —              | —     | —             | —              | 3.0   | 1.4           | 1.6            |
| Self-Insurance  | 41.6  | 41.6          | —              | 30.7  | 30.7          | —              | 30.9  | 30.9          | —              |
| Revenue   | 78.8  | 69.3          | 9.5            | 75.8  | 64.6          | 11.2           | 59.6  | 57.4          | 2.2            |
| Other   | —     | —             | —              | —     | —             | —              | —     | —             | —              |
| <b>9 Borrowings etc. Repayable more than one year ahead</b>                       |       |               |                |       |               |                |       |               |                |
| Advances from other Group companies   | 3.0   | —             | 3.0            | 0.7   | —             | 0.7            | 4.4   | —             | 4.4            |
| Bank Loans  | 261.2 | 231.1         | 30.1           | 334.8 | 305.1         | 29.7           | 10.5  | 84.9          | 5.6            |
| Other Loans   | —     | —             | —              | —     | —             | —              | 197.5 | 168.6         | 28.9           |
| Hire Purchase Liabilities   | 2.1   | —             | 2.1            | —     | —             | —              | 2.1   | —             | 2.1            |
| <b>10 Deferred Liabilities</b>  |       |               |                |       |               |                |       |               |                |
| Taxation  | 35.5  | 31.9          | 3.6            | 36.8  | 32.3          | 4.5            | 46.8  | 38.3          | 8.5            |
| Other   | 1.3   | 1.3           | —              | 1.4   | 1.4           | —              | 14.8  | 10.4          | 4.4            |
| <b>TOTAL LIABILITIES</b>  | 498.5 | 440.2         | 58.3           | 563.2 | 499.2         | 64.0           | 594.6 | 517.0         | 77.6           |

Table 2.6

| (£ million) |               |                |        |               |                |        |               |                |        |               |                |        |               |                |
|-------------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|--------|---------------|----------------|
| 1973        |               |                | 1974   |               |                | 1975   |               |                | 1976   |               |                | 1977   |               |                |
| Total       | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Total  | Public Sector | Private Sector | Total  | Public Sector | Private Sector |
| 771.0       | 662.8         | 108.2          | 831.1  | 694.7         | 136.4          | 860.8  | 723.6         | 137.2          | 987.5  | 815.5         | 172.0          | 1178.0 | 968.7         | 209.3          |
| 361.3       | 330.0         | 31.3           | 418.4  | 377.8         | 40.6           | 355.0  | 311.5         | 43.5           | 398.4  | 336.5         | 61.9           | 474.2  | 400.8         | 73.4           |
| 409.7       | 332.8         | 76.9           | 412.7  | 316.9         | 95.8           | 505.8  | 412.1         | 93.7           | 589.1  | 479.0         | 110.1          | 703.8  | 567.9         | 135.9          |
| 211.7       | 199.2         | 12.5           | 226.5  | 211.3         | 15.2           | 247.2  | 228.8         | 18.4           | 272.1  | 242.8         | 29.3           | 302.8  | 260.8         | 42.0           |
| 75.1        | 71.1          | 4.0            | 82.8   | 78.1          | 4.7            | 94.3   | 87.2          | 7.1            | 105.8  | 94.6          | 11.2           | 119.2  | 104.2         | 15.0           |
| 136.6       | 128.1         | 8.5            | 143.7  | 133.2         | 10.5           | 152.9  | 141.6         | 11.3           | 166.3  | 148.2         | 18.1           | 183.6  | 156.6         | 27.0           |
| 39.3        | 37.0          | 2.3            | 91.0   | 91.0          | —              | 49.8   | 49.8          | —              | 35.1   | 35.1          | —              | 97.4   | 94.4          | 3.0            |
| 0.7         | —             | 0.7            | 0.8    | —             | 0.8            | 0.8    | —             | 0.8            | 1.0    | —             | 1.0            | 0.7    | —             | 0.7            |
| 6.4         | —             | 6.4            | (0.5)  | —             | (0.5)          | 2.2    | —             | 2.2            | 0.4    | —             | 0.4            | 0.7    | —             | 0.7            |
| 6.9         | 6.4           | 0.5            | 5.3    | 5.2           | 0.1            | 1.4    | 1.3           | 0.1            | 1.2    | 1.1           | 0.1            | 1.0    | 0.8           | 0.2            |
| 4.0         | 4.0           | —              | 4.7    | 4.7           | —              | 2.3    | 2.2           | 0.1            | 2.2    | 2.1           | 0.1            | 2.2    | 2.2           | —              |
| 17.6        | 9.2           | 8.4            | 19.4   | 11.6          | 7.8            | 23.1   | 14.1          | 9.0            | 32.8   | 16.3          | 16.5           | 35.0   | 19.3          | 15.7           |
| 156.8       | 127.5         | 29.3           | 152.6  | 115.4         | 37.2           | 200.3  | 163.1         | 37.2           | 269.7  | 213.1         | 56.6           | 327.5  | 260.1         | 67.4           |
| 39.3        | 36.0          | 3.3            | 18.1   | 15.5          | 2.6            | 25.8   | 21.7          | 4.1            | 32.9   | 32.1          | 0.8            | 29.1   | 28.7          | 0.4            |
| 16.3        | 10.4          | 5.9            | 23.0   | 13.8          | 9.2            | 35.7   | 21.6          | 14.1           | 42.0   | 21.0          | 21.0           | 51.9   | 22.0          | 29.9           |
| 8.1         | —             | 8.1            | 5.9    | —             | 5.9            | 6.0    | —             | 6.0            | 7.7    | —             | 7.7            | 13.5   | —             | 13.5           |
| 6.7         | 4.7           | 2.0            | 3.1    | 2.1           | 1.0            | 0.7    | —             | 0.7            | 0.8    | —             | 0.8            | 2.2    | 0.1           | 2.1            |
| 244.8       | 187.8         | 57.0           | 222.1  | 158.4         | 63.7           | 291.6  | 220.5         | 71.1           | 385.9  | 282.5         | 103.4          | 459.2  | 330.2         | 129.0          |
| 150.7       | 111.5         | 39.2           | 133.8  | 93.8          | 40.0           | 168.9  | 123.5         | 45.4           | 199.9  | 136.4         | 63.5           | 299.4  | 204.3         | 95.0           |
| 56.5        | 52.1          | 4.4            | 75.3   | 66.9          | 8.4            | 109.5  | 97.2          | 12.3           | 132.1  | 115.3         | 16.8           | 149.8  | 128.0         | 21.8           |
| 6.6         | 5.3           | 1.3            | 1.6    | 1.3           | 0.3            | 1.1    | 1.6           | 0.1            | 8.4    | 8.3           | 0.1            | 4.2    | 1.4           | 2.8            |
| 6.3         | 6.1           | 0.2            | 0.9    | —             | 0.9            | —      | —             | —              | 11.0   | 11.0          | —              | 0.3    | —             | 0.3            |
| 3.0         | 1.1           | 1.9            | 1.4    | 0.4           | 1.0            | 2.9    | 1.0           | 1.9            | 7.9    | 3.9           | 4.0            | 6.0    | 0.1           | 5.9            |
| 13.1        | —             | 13.1           | 91.7   | 86.2          | 5.5            | 56.3   | 53.4          | 2.9            | 56.2   | 51.7          | 4.5            | 85.8   | 73.9          | 11.9           |
| 3.1         | —             | 3.1            | 1.8    | —             | 1.8            | 0.4    | —             | 0.4            | 2.3    | —             | 2.3            | 3.7    | —             | 3.7            |
| 4.9         | 2.4           | 2.5            | 6.7    | 1.9           | 4.8            | 4.0    | 1.5           | 2.5            | 4.8    | —             | 4.8            | 3.2    | —             | 3.2            |
| 244.2       | 178.5         | 65.7           | 313.2  | 250.5         | 62.7           | 343.7  | 278.2         | 65.5           | 422.6  | 326.6         | 96.0           | 552.4  | 407.7         | 144.6          |
| 0.6         | 9.3           | (8.7)          | (91.1) | (92.2)        | 1.0            | (52.1) | (57.7)        | 5.6            | (36.7) | (44.1)        | 7.4            | (93.2) | (77.6)        | (15.6)         |
| 9.5         | 5.5           | 4.0            | 7.0    | 5.5           | 1.5            | 6.2    | 4.5           | 1.7            | 6.8    | 5.2           | 1.6            | 3.1    | —             | 3.1            |
| 4.5         | 4.4           | 0.1            | 3.9    | 3.9           | —              | 4.6    | 3.5           | 1.1            | 3.9    | 3.1           | 0.8            | —      | —             | —              |
| —           | —             | —              | —      | —             | —              | 9.2    | 9.2           | —              | 10.2   | 10.2          | —              | 11.3   | 11.1          | 0.2            |
| 618.3       | 527.6         | 90.7           | 577.7  | 468.3         | 109.4          | 683.1  | 566.5         | 116.6          | 779.5  | 639.9         | 139.6          | 910.7  | 755.5         | 155.2          |
| 154.1       | 136.3         | 17.8           | 226.3  | 216.3         | 10.0           | 290.1  | 280.0         | 10.1           | 300.7  | 290.0         | 10.7           | 312.5  | 300.0         | 12.5           |
| 2.4         | —             | 2.4            | 2.6    | —             | 2.6            | 2.8    | 0.2           | 2.6            | 2.6    | —             | 2.6            | 2.7    | —             | 2.7            |
| 2.9         | 1.5           | 1.4            | 4.9    | —             | 4.9            | 6.1    | 1.5           | 4.6            | 4.9    | —             | 4.9            | 4.7    | —             | 4.7            |
| 31.0        | 31.0          | —              | 31.0   | 31.0          | —              | 31.0   | 31.0          | —              | —      | —             | —              | —      | —             | —              |
| 67.7        | 67.9          | (0.2)          | 57.0   | 57.9          | (0.9)          | 33.2   | 29.5          | 3.7            | 97.4   | 85.6          | 11.8           | 144.7  | 132.7         | 12.0           |
| —           | —             | —              | —      | —             | —              | 0.4    | —             | 0.4            | 1.5    | 1.1           | 0.4            | 9.6    | 3.2           | 6.4            |
| 4.9         | —             | 4.9            | 18.6   | —             | 18.6           | 11.2   | —             | 11.2           | 17.3   | —             | 17.3           | 12.7   | —             | 12.7           |
| 101.8       | 99.1          | 2.7            | 57.6   | 54.5          | 3.1            | 90.1   | 81.3          | 8.8            | 101.6  | 98.5          | 3.1            | 67.9   | 63.9          | 4.0            |
| 156.4       | 126.6         | 29.8           | 90.3   | 44.9          | 45.4           | 128.0  | 83.5          | 44.5           | 119.3  | 71.4          | 47.9           | 208.7  | 159.8         | 48.9           |
| 12.4        | —             | 12.4           | 8.5    | —             | 8.5            | 14.4   | —             | 14.4           | 12.5   | —             | 12.5           | 17.1   | —             | 17.1           |
| 80.6        | 65.7          | 14.9           | 76.0   | 63.0          | 13.0           | 70.7   | 58.7          | 12.0           | 114.2  | 92.2          | 22.0           | 122.3  | 94.9          | 27.4           |
| 4.2         | (0.4)         | 4.6            | 4.9    | 0.7           | 4.2            | 5.1    | 0.8           | 4.3            | 7.5    | 1.1           | 6.4            | 7.8    | 1.0           | 6.8            |
| 618.3       | 527.6         | 90.7           | 577.7  | 468.3         | 109.4          | 683.1  | 566.5         | 116.6          | 779.5  | 639.9         | 139.6          | 910.7  | 755.5         | 155.2          |

Table 2.7

# United Kingdom Airlines Annual Profit and Loss Account 1977

|                 |  | B. A.<br>Combined | Air<br>Anglia | Air<br>Bridge | Air<br>Freight | Alidair | Aurigny<br>Air<br>Services | Britannia<br>Airways | British<br>Air<br>Ferries |
|-----------------|--|-------------------|---------------|---------------|----------------|---------|----------------------------|----------------------|---------------------------|
| REVENUES        | <i>Financial Year Ending</i>   | 31.3.78           | 30.10.77      | 31.12.77      | 30.4.78        | 31.7.77 | 28.2.78                    | 31.12.77             | 31.10.77                  |
| 1               | Scheduled passenger (individually booked seats direct to passenger)  | 956 447           | 10 835        | —             | —              | —       | 1 174                      | —                    | Not<br>Supplied           |
| 2               | Scheduled passenger (all block-booked seats, including part-charter) | —                 | —             | —             | —              | —       | —                          | —                    |                           |
| 3               | Scheduled Excess Baggage   | 8 671             | —             | —             | —              | —       | 15                         | —                    |                           |
| 4               | Scheduled Freight and diplomatic bags                                | 115 332           | 454           | —             | 479            | —       | 94                         | —                    |                           |
| 5               | Scheduled Mail   | 33 024            | —             | —             | —              | —       | 7                          | —                    |                           |
| 6               | Non-scheduled flights: (a) Inclusive tours                           | 21 583            | —             | —             | —              | —       | —                          | 45 585               |                           |
|                 | (b) ABC Other than part-charter                                      | 21 108            | —             | —             | —              | —       | —                          | —                    |                           |
|                 | (c) Affinity groups  | —                 | 277           | —             | —              | —       | —                          | —                    |                           |
|                 | (d) Cargo  | —                 | —             | 3 380         | 988            | 240     | —                          | 117                  |                           |
|                 | (e) Other  | —                 | —             | —             | —              | 1 289   | 77                         | 2 267                |                           |
| 7               | Incidental Revenue   | 5 511             | 298           | 108           | 4              | 40      | 10                         | 6 487                |                           |
| 8               | <b>Total Operating Revenues</b>                                      | 1 161 676         | 11 864        | 3 488         | 1 471          | 1 569   | 1 377                      | 54 456               |                           |
| <b>EXPENSES</b> |  |                   |               |               |                |         |                            |                      |                           |
| 9               | Flight crew salaries and expenses                                    | 71 104            | 656           | 165           | 139            | 258     | 150                        | 2 828                |                           |
| 10              | Aircraft Fuel and Oil  | 221 234           | 1 658         | 998           | 273            | 282     | 155                        | 13 875               |                           |
| 11              | Flight equipment insurance   | 6 872             | 199           | 50            | 18             | —       | 11                         | 443                  |                           |
| 12              | Uninsured losses   | 241               | —             | —             | —              | —       | —                          | —                    |                           |
| 13              | Rental of flight equipment   | 21 255            | 773           | 111           | —              | —       | 201                        | 5 386                |                           |
| 14              | Flight crew training (when not amortised)                            | 9 171             | 14            | —             | —              | —       | —                          | 170                  |                           |
| 15              | Flight expenses other than items 9 to 14                             | 679               | —             | 56            | 34             | —       | —                          | —                    |                           |
| 16              | Maintenance and overhaul   | 149 484           | 2 150         | 736           | 345            | 224     | 243                        | 4 623                |                           |
| 17              | Depreciation of aircraft fleet (including spares)                    | 61 798            | 160           | 15            | 35             | 115     | —                          | 1 278                |                           |
| 18              | Depreciation of ground property and equipment                        | 15 011            | —             | 8             | —              | 11      | 6                          | 159                  |                           |
| 19              | Amortisation of development and pre-operating costs                  | —                 | —             | 21            | —              | —       | —                          | —                    |                           |
| 20              | Flight crew training (when amortised)                                | —                 | —             | 66            | —              | 3       | —                          | —                    |                           |
| 21(a)           | Landing and departure fees   | 58 972            | 816           | 770           | 112            | 193     | 225                        | 6 150                |                           |
| 21(b)           | Aerodrome, En route, and other Navigation service charges            | 22 756            | 1 894         | 96            | 59             | 32      | 39                         | 2 654                |                           |
| 22              | Station and ground expenses other than item 21                       | 142 770           | 80            | 59            | 253            | 38      | 192                        | 3 128                |                           |
| 23(a)           | Passenger services — cabin staff and other flight expenses           | 110 842           | 535           | —             | 8              | 25      | 10                         | 4 803                |                           |
| 23(b)           | Passenger services — other passenger service costs                   | 16 573            | 272           | —             | —              | —       | —                          | 532                  |                           |
| 24              | Ticketing, sales and promotion                                       | 184 966           | —             | —             | 37             | 13      | 30                         | 76                   |                           |
| 25              | General and administrative   | 22 891            | —             | 255           | 66             | 210     | 31                         | 1 308                |                           |
| 26              | Other operating expenses   | 3 094             | 30            | 27            | 19             | 61      | 7                          | 905                  |                           |
| 27              | <b>Total Operating Expenses</b>                                      | 1 119 713         | 9 237         | 3 433         | 1 398          | 1 465   | 1 300                      | 48 318               |                           |
| 27(a)           | (Of which services bought in under 16, 24 and 25 above)              | —                 | —             | —             | 176            | —       | 304                        | —                    |                           |
| 28              | <b>Operating Profit (or Loss)</b>                                    | 41 963            | 2 627         | 55            | 73             | 104     | 77                         | 6 138                |                           |
| 29              | Profit or loss on disposal of fixed assets                           | 603               | —             | —             | —              | 17      | —                          | 1                    |                           |
| 30              | Interest payable less receivable (net)                               | 7 113             | (142)         | (33)          | —              | (27)    | 24                         | (720)                |                           |
| 31              | Direct subsidies from public funds                                   | —                 | —             | —             | —              | —       | —                          | —                    |                           |
| 32              | Other payments from public funds                                     | —                 | —             | —             | —              | —       | —                          | —                    |                           |
| 33              | Dividends receivable   | 14 459            | —             | 15            | —              | —       | 5                          | —                    |                           |
| 34              | Other non-operating items  | (24 578)          | (1 414)       | —             | 21             | 7       | —                          | —                    |                           |
| 35              | <b>Non Operating Items (Balance)</b>                                 | (2 403)           | (1 556)       | (18)          | 21             | (3)     | 29                         | (719)                |                           |
| 36              | <b>Profit or Loss (—) before Taxation</b>                            | 39 560            | 1 071         | 37            | 94             | 101     | 106                        | 5 419                |                           |

**Table 2.7**

(£'000 throughout)

| British<br>Caledonian | British<br>Island | British<br>Midland | Brymon*<br>Airways | Dan-Air<br>Services | International<br>Aviation<br>Services | Intra<br>Airways | Laker<br>Airways | Loganair | Monarch<br>Airlines | Trade<br>Winds<br>Airways | Trans<br>Meridian<br>Air Cargo |
|-----------------------|-------------------|--------------------|--------------------|---------------------|---------------------------------------|------------------|------------------|----------|---------------------|---------------------------|--------------------------------|
| 31.10.77              | 31.12.77          | 31.12.77           | 31.12.77           | 31.12.77            | 31.3.78                               | 31.12.77         | 31.3.78          | 31.3.78  | 30.11.77            | 31.3.78                   | 30.9.77                        |
| 81 411                | 8 855             | 15 076             | 884                | 8 544               | —                                     | Not              | 6 445            | 1 029    | —                   | —                         | —                              |
| —                     | —                 | —                  | 16                 | —                   | —                                     | Available        | —                | —        | —                   | —                         | —                              |
| 1 913                 | 27                | —                  | 3                  | 13                  | —                                     | —                | —                | —        | —                   | —                         | —                              |
| 9 482                 | 1 427             | 573                | 5                  | 85                  | —                                     | —                | —                | —        | —                   | —                         | —                              |
| 2 240                 | 503               | —                  | —                  | —                   | —                                     | —                | —                | —        | —                   | —                         | —                              |
| 8 788                 | 63                | —                  | —                  | 66 808              | —                                     | —                | 15 175           | —        | 14 318              | —                         | —                              |
| 13 542                | —                 | —                  | —                  | 3 592               | —                                     | —                | 28 201           | —        | —                   | —                         | —                              |
| —                     | 33                | —                  | —                  | 1 436               | —                                     | —                | —                | —        | 1 186               | —                         | —                              |
| 13 593                | 310               | —                  | —                  | 2 885               | 13 735                                | —                | —                | —        | —                   | 14 051                    | 13 423                         |
| 3 429                 | 190               | 911                | 8                  | 4 622               | 394                                   | —                | 7 720            | 1 188    | —                   | 137                       | —                              |
| 1 124                 | 246               | 9 681              | 8                  | 10 811              | 1 545                                 | —                | 1 097            | 94       | 2 505               | —                         | —                              |
| 135 522               | 11 654            | 26 241             | 924                | 98 796              | 15 674                                | —                | 58 638           | 2 311    | 18 009              | 14 188                    | 13 423                         |
| 7 017                 | 711               | 2 658              | 71                 | 6 439               | 1 116                                 | —                | 2 114            | 203      | 1 102               | 1 230                     | 808                            |
| 30 367                | 1 677             | 3 043              | 206                | 26 691              | 5 452                                 | —                | 16 330           | 429      | 5 829               | 3 551                     | 3 990                          |
| 261                   | 63                | 416                | 15                 | 542                 | 194                                   | —                | 575              | 54       | 172                 | 95                        | 299                            |
| —                     | 5                 | —                  | 1                  | —                   | —                                     | —                | —                | —        | —                   | —                         | —                              |
| 5 818                 | 13                | 1 858              | 66                 | 6 475               | 498                                   | —                | 378              | 15       | 2 250               | 2 222                     | 35                             |
| —                     | 85                | 261                | 7                  | 393                 | —                                     | —                | 675              | —        | 42                  | 48                        | 1 107                          |
| —                     | 112               | 1 110              | 19                 | 3 797               | 32                                    | —                | 392              | —        | —                   | —                         | 2 050                          |
| 12 978                | 1 997             | 5 541              | 67                 | 11 957              | 2 069                                 | —                | 6 537            | 406      | 2 496               | 2 785                     | 3 661                          |
| 5 693                 | 251               | 595                | —                  | 2 756               | 840                                   | —                | 2 958            | 203      | 490                 | 373                       | 590                            |
| —                     | 52                | 49                 | 6                  | 83                  | —                                     | —                | 196              | 19       | 8                   | 27                        | 91                             |
| —                     | —                 | 281                | —                  | 349                 | —                                     | —                | 80               | —        | —                   | —                         | —                              |
| 731                   | —                 | —                  | —                  | 11                  | 48                                    | —                | —                | —        | —                   | —                         | —                              |
| 9 001                 | 1 235             | 3 446              | 207                | 4 597               | 649                                   | —                | 9 192            | 254      | 977                 | 395                       | 469                            |
| 5 645                 | 392               | —                  | 33                 | 4 186               | 314                                   | —                | —                | —        | 836                 | 479                       | 439                            |
| 6 779                 | 1 892             | 945                | 73                 | 9 157               | 954                                   | —                | 3 459            | 226      | 1 149               | 1 063                     | 948                            |
| 15 302                | 403               | 777                | 2                  | 6 532               | —                                     | —                | 3 862            | —        | 1 577               | —                         | —                              |
| 1 565                 | 525               | 154                | 3                  | 1 032               | —                                     | —                | 1 020            | —        | 40                  | —                         | —                              |
| 14 849                | 1 542             | 1 617              | 51                 | 2 813               | —                                     | —                | 837              | 36       | 73                  | —                         | —                              |
| 5 154                 | 436               | 1 609              | 35                 | 1 706               | 2 272                                 | —                | 1 057            | 261      | 736                 | 792                       | 1 441                          |
| 2 036                 | 27                | —                  | 6                  | 8 502               | 36                                    | —                | —                | 37       | 150                 | 385                       | (33)                           |
| 123 196               | 11 418            | 24 360             | 868                | 98 018              | 14 474                                | —                | 49 662           | 2 143    | 17 927              | 13 445                    | 15 895                         |
| —                     | 1 195             | —                  | —                  | —                   | —                                     | —                | —                | —        | —                   | —                         | —                              |
| 12 326                | 236               | 1 881              | 56                 | 778                 | 1 200                                 | —                | 8 976            | 168      | 82                  | 743                       | (2 472)                        |
| 2 334                 | 2                 | (393)              | 15                 | —                   | —                                     | —                | —                | (80)     | —                   | 356                       | 579                            |
| (2 385)               | 5                 | (16)               | (50)               | (239)               | (398)                                 | —                | 2 263            | —        | 133                 | (33)                      | (348)                          |
| —                     | —                 | —                  | —                  | —                   | —                                     | —                | 1                | —        | —                   | —                         | —                              |
| —                     | —                 | —                  | —                  | —                   | —                                     | —                | 70               | —        | —                   | —                         | —                              |
| —                     | —                 | —                  | —                  | —                   | —                                     | —                | —                | —        | —                   | —                         | —                              |
| (3 006)               | —                 | —                  | (6)                | 58                  | —                                     | —                | 5 449            | —        | —                   | —                         | —                              |
| (3 057)               | 7                 | (409)              | (41)               | (181)               | (398)                                 | —                | 7 783            | (80)     | 133                 | 323                       | 231                            |
| 9 269                 | 243               | 1 472              | 15                 | 597                 | 802                                   | —                | 1 193            | 88       | 215                 | 1 066                     | (2 241)                        |

\* This relates to the total activities of Brymon Aviation Ltd., including non-airline functions.



Table 2.8

# United Kingdom Airline Appropriation Accounts 1977

(£'000 throughout)

| Financial Year Ending                          | British Airways<br>(Combined) | Air Anglia | Air Bridge | Air Freight   | Aurigny Air Services | Britannia Airways | Alidair |
|--|-------------------------------|------------|------------|---------------|----------------------|-------------------|---------|
|  | 31.3.78                       | 30.10.77   | 31.12.77   | 30.4.78       | 28.2.78              | 31.12.77          | 31.7.77 |
| 1 Profit or loss before Taxation               | 39 560                        | 1 071      | 37         | Not Available | 106                  | 5 419             | 101     |
| 2 Taxation                                     | 21 443                        | 561        | 8          | „             | 21                   | 2 830             | —       |
| 3 Profit or loss after Taxation                | 18 117                        | 510        | 29         | „             | 85                   | 2 589             | 101     |
| 4 Exceptional items and prior year adjustments | 14 560                        | —          | —          | „             | —                    | —                 | —       |
| 5 Transfers from Reserves                      | (201)                         | —          | —          | „             | —                    | —                 | 65      |
| 6 Available for appropriation                  | 32 476                        | 510        | 29         | „             | 85                   | 2 589             | 166     |
| 7 Dividends                                    | —                             | 8          | —          | „             | —                    | 2 500             | —       |
| 8 Transfers to Reserves                        | 32 476                        | 502        | 29         | „             | 85                   | 89                | 166     |

| Financial Year Ending                          | British Air Ferries | British Caledonian | British Island | British Midland | Brymon* Airways | Dan Air Services | Inter-national Aviation Services |
|--|---------------------|--------------------|----------------|-----------------|-----------------|------------------|----------------------------------|
|  | 31.10.77            | 31.10.77           | 31.12.77       | 31.12.77        | 31.12.77        | 31.12.77         | 31.3.78                          |
| 1 Profit or loss before Taxation               | Not Supplied        | 8 927              | 243            | 1 472           | (5)             | 597              | 802                              |
| 2 Taxation                                     |                     | 3 137              | 62             | 503             | —               | 339              | 6                                |
| 3 Profit or loss after Taxation                |                     | 5 790              | 181            | 969             | (5)             | 258              | 796                              |
| 4 Exceptional items and prior year adjustments |                     | —                  | 22             | (290)           | —               | —                | —                                |
| 5 Transfers from Reserves                      |                     | —                  | —              | —               | 33              | —                | —                                |
| 6 Available for appropriation                  |                     | 5 790              | 203            | 679             | 28              | 258              | 796                              |
| 7 Dividends                                    |                     | 6 000              | —              | 338             | —               | 250              | 3                                |
| 8 Transfer to Reserves                         |                     | (210)              | 203            | 341             | 28              | 8                | 793                              |

\* This relates to the total activities of Brymon Aviation Ltd., including non-airline functions.

| Financial Year Ending                          | Intra Airways | Laker Airways | Loganair | Monarch Airlines | Trade-winds | Trans Meridian Air Cargo |
|--|---------------|---------------|----------|------------------|-------------|--------------------------|
|  | 31.12.77      | 31.3.78       | 31.3.78  | 30.11.77         | 31.3.78     | 31.10.77                 |
| 1 Profit or loss before Taxation               | Not Available | 1 193         | 88       | 215              | 1 066       | (2 241)                  |
| 2 Taxation                                     | „             | —             | —        | 112              | —           | —                        |
| 3 Profit or loss after Taxation                | „             | 1 193         | 88       | 103              | 1 066       | (2 241)                  |
| 4 Exceptional items and prior year adjustments | „             | 76            | 154      | —                | —           | 1 834                    |
| 5 Transfers from Reserves                      | „             | —             | —        | —                | —           | —                        |
| 6 Available for appropriation                  | „             | 1 269         | 242      | 103              | 1 066       | (407)                    |
| 7 Dividends                                    | „             | —             | —        | —                | —           | —                        |
| 8 Transfer to Reserves                         | „             | 1 269         | 242      | 103              | 1 066       | (407)                    |

Table 2.9

# United Kingdom Airlines Balance Sheet 1977

|   |                              | B.A.<br>Combined | Air<br>Anglia | Air<br>Bridge | Air<br>Freight | Alidair     | Aurigny<br>Air<br>Services | Britannia<br>Airways | British<br>Air<br>Ferries |
|---|------------------------------|------------------|---------------|---------------|----------------|-------------|----------------------------|----------------------|---------------------------|
|   | <i>Financial Year Ending</i> | 31.3.78          | 30.10.77      | 31.12.77      | 30.4.78        | 31.7.77     | 28.2.78                    | 31.12.77             | 31.10.77                  |
| <b>ASSETS EMPLOYED</b>  |                              |                  |               |               |                |             |                            |                      |                           |
| <b>1 Operating Equipment and Property</b>   |                              |                  |               |               |                |             |                            |                      |                           |
| Aircraft fleet (including spares)   |                              | 968 679          | 1 304         | 140           | 251            | 486         | —                          | 22 486               | Not<br>Supplied           |
| Less: Provisions for amortisation and depreciation                                |                              | 400 739          | 274           | 31            | 164            | 147         | —                          | 7 215                |                           |
| Aircraft fleet after depreciation   |                              | 567 940          | 1 030         | 109           | 87             | 339         | —                          | 15 271               |                           |
| Property and other equipment  |                              | 260 851          | 333           | 21            | 233            | 72          | 29                         | 2 234                |                           |
| Less: Provisions for amortisation and depreciation                                |                              | 104 214          | 107           | 11            | 116            | 18          | 6                          | 659                  |                           |
| Property after depreciation   |                              | 156 637          | 226           | 10            | 117            | 54          | 23                         | 1 575                |                           |
| Payments on account of aircraft under construction                                |                              | 94 371           | —             | —             | —              | —           | —                          | —                    |                           |
| <b>2 Interests in Group Companies</b>   |                              |                  |               |               |                |             |                            |                      |                           |
| Shares  |                              | —                | 5             | —             | 88             | —           | —                          | —                    |                           |
| Advances and debts not currently receivable                                       |                              | —                | —             | —             | 188            | 8           | —                          | —                    |                           |
| <b>3 Trade Investments</b>  |                              |                  |               |               |                |             |                            |                      |                           |
| Shares  |                              | 836              | —             | —             | —              | —           | 81                         | —                    |                           |
| Advances and debts not currently receivable                                       |                              | 2 208            | —             | —             | —              | —           | —                          | —                    |                           |
| <b>4 Current Assets</b>   |                              |                  |               |               |                |             |                            |                      |                           |
| Stores and work in progress   |                              | 19 261           | 422           | —             | —              | 95          | —                          | 166                  |                           |
| Debtors and prepayments   |                              | 260 122          | 3 352         | 236           | 224            | 246         | 85                         | 1 471                |                           |
| Short term loans and deposits   |                              | 28 712           | —             | —             | —              | —           | 346                        | —                    |                           |
| Bank balance and cash   |                              | 21 949           | 761           | 73            | 125            | 11          | 1                          | 4 555                |                           |
| Group Companies advances and debts not currently receivable                       |                              | —                | 53            | 92            | 304            | —           | —                          | 8 575                |                           |
| Other Items   |                              | 128              | —             | —             | —              | 173         | —                          | —                    |                           |
| <b>Total Current Assets</b>   |                              | <b>330 172</b>   | <b>4 588</b>  | <b>401</b>    | <b>653</b>     | <b>525</b>  | <b>432</b>                 | <b>14 767</b>        |                           |
| <b>5 Less: Current Liabilities</b>  |                              |                  |               |               |                |             |                            |                      |                           |
| Creditors and accruals  |                              | 204 340          | 3 209         | 320           | 454            | 282         | 94                         | 5 103                |                           |
| Traffic revenue received in advance   |                              | 127 983          | 42            | —             | —              | 98          | 62                         | —                    |                           |
| Taxation  |                              | 1 371            | 4             | 8             | —              | —           | 21                         | 1 403                |                           |
| Dividends   |                              | —                | 8             | —             | —              | —           | —                          | —                    |                           |
| Bank Overdrafts   |                              | 109              | —             | —             | —              | 91          | —                          | —                    |                           |
| Instalments of borrowings and hire purchase liabilities repayable within one year |                              | 73 946           | —             | —             | 11             | —           | —                          | 1 245                |                           |
| Group Companies advances and debts currently payable                              |                              | —                | —             | 117           | 318            | —           | —                          | —                    |                           |
| Other Items   |                              | —                | —             | —             | —              | 119         | —                          | 1 942                |                           |
| <b>Total Current Liabilities</b>  |                              | <b>407 749</b>   | <b>3 263</b>  | <b>446</b>    | <b>783</b>     | <b>590</b>  | <b>177</b>                 | <b>9 693</b>         |                           |
| <b>Total Net Current Assets</b>   |                              | <b>(77 577)</b>  | <b>1 325</b>  | <b>(45)</b>   | <b>(130)</b>   | <b>(65)</b> | <b>255</b>                 | <b>5 074</b>         |                           |
| <b>6 Unamortised Costs</b>  |                              |                  |               |               |                |             |                            |                      |                           |
| Pre-Operational training and development  |                              | —                | —             | —             | —              | —           | —                          | —                    |                           |
| Other Items   |                              | —                | —             | —             | —              | —           | —                          | —                    |                           |
| <b>7 Other Assets</b>   |                              | <b>11 049</b>    | <b>—</b>      | <b>—</b>      | <b>—</b>       | <b>—</b>    | <b>—</b>                   | <b>—</b>             |                           |
| <b>TOTAL ASSETS</b>   |                              | <b>755 464</b>   | <b>2 586</b>  | <b>74</b>     | <b>350</b>     | <b>336</b>  | <b>359</b>                 | <b>21 920</b>        |                           |
| <b>FINANCED BY:</b>   |                              |                  |               |               |                |             |                            |                      |                           |
| <b>8 Shareholders Fund</b>  |                              |                  |               |               |                |             |                            |                      |                           |
| Share Capital   |                              | 300 000          | 30            | 92            | 122            | 100         | 100                        | 115                  |                           |
| Share premium account   |                              | —                | 47            | —             | 70             | —           | —                          | —                    |                           |
| Reserves: Capital   |                              | —                | —             | —             | 9              | 54          | —                          | —                    |                           |
| Self-Insurance  |                              | —                | —             | —             | —              | —           | —                          | —                    |                           |
| Revenue   |                              | 132 704          | 680           | —             | 108            | 166         | 259                        | —                    |                           |
| Other   |                              | 3 172            | —             | (18)          | —              | —           | —                          | 4 689                |                           |
| <b>9 Borrowings etc. (Repayable more than one year ahead)</b>                     |                              |                  |               |               |                |             |                            |                      |                           |
| Advances from other group Companies   |                              | —                | —             | —             | —              | —           | —                          | 950                  |                           |
| Bank loans  |                              | 63 844           | —             | —             | —              | —           | —                          | —                    |                           |
| Other loans   |                              | 159 799          | 300           | —             | —              | —           | —                          | 856                  |                           |
| Hire Purchase Liabilities   |                              | —                | 707           | —             | —              | —           | —                          | 9 834                |                           |
| <b>10 Deferred Liabilities</b>  |                              |                  |               |               |                |             |                            |                      |                           |
| Taxation  |                              | 94 949           | 796           | —             | 41             | 16          | —                          | 5 476                |                           |
| Other   |                              | 996              | 26            | —             | —              | —           | —                          | —                    |                           |
| <b>TOTAL LIABILITIES</b>  |                              | <b>755 464</b>   | <b>2 586</b>  | <b>74</b>     | <b>350</b>     | <b>336</b>  | <b>359</b>                 | <b>21 920</b>        |                           |

Table 2.9

(£'000 throughout)

| British<br>Caledonian | British<br>Island | British<br>Midland | Brymon*<br>Airways | Dan-Air<br>Services | International<br>Aviation<br>Services | Intra<br>Airways | Laker<br>Airways | Loganair | Monarch<br>Airlines | Trade<br>Winds<br>Airways | Trans<br>Meridian<br>Air Cargo |
|-----------------------|-------------------|--------------------|--------------------|---------------------|---------------------------------------|------------------|------------------|----------|---------------------|---------------------------|--------------------------------|
| 31.10.77              | 31.12.77          | 31.12.77           | 31.12.77           | 31.12.77            | 31.3.78                               | 31.12.77         | 31.3.78          | 31.3.78  | 30.11.77            | 31.3.78                   | 31.10.77                       |
| 41 157                | 2 550             | 2 724              | 463                | 23 640              | 9 887                                 | Not<br>Available | 54 864           | 2 196    | 3 290               | 6 004                     | 10 512                         |
| 20 567                | 2 347             | 2 210              | 1                  | 9 002               | 2 078                                 |                  | 12 730           | 433      | 1 712               | 1 921                     | 1 550                          |
| 20 590                | 203               | 514                | 462                | 14 638              | 7 809                                 |                  | 42 134           | 1 763    | 1 578               | 4 083                     | 8 962                          |
| 14 203                | 585               | 766                | 58                 | 3 073               | 875                                   |                  | 2 298            | 158      | 308                 | 298                       | 649                            |
| 3 964                 | 283               | 422                | 13                 | 1 072               | 223                                   |                  | 700              | 65       | 237                 | 77                        | 264                            |
| 10 239                | 302               | 344                | 45                 | 2 001               | 652                                   |                  | 1 598            | 93       | 71                  | 221                       | 385                            |
| 1 147                 | —                 | —                  | —                  | —                   | —                                     |                  | 1 834            | —        | —                   | —                         | —                              |
| —                     | —                 | —                  | —                  | —                   | 13                                    |                  | 590              | —        | —                   | 1                         | —                              |
| —                     | —                 | —                  | —                  | —                   | 302                                   |                  | —                | —        | —                   | —                         | —                              |
| 33                    | —                 | —                  | —                  | 57                  | 11                                    |                  | —                | —        | —                   | —                         | —                              |
| —                     | —                 | —                  | —                  | 28                  | —                                     |                  | —                | —        | —                   | —                         | —                              |
| 1 848                 | 252               | 498                | 52                 | 7 633               | 32                                    |                  | 980              | 227      | 42                  | 268                       | 1 024                          |
| 25 400                | 1 674             | 6 834              | 68                 | 8 000               | 3 283                                 |                  | 3 596            | 360      | 1 122               | 2 018                     | 1 350                          |
| —                     | —                 | —                  | —                  | —                   | —                                     |                  | —                | —        | —                   | —                         | —                              |
| 17 325                | 159               | 112                | 4                  | 517                 | 273                                   |                  | 3 161            | 2        | 886                 | 410                       | 126                            |
| —                     | 454               | 1 751              | 29                 | —                   | —                                     |                  | 736              | 92       | 311                 | 31                        | 1 049                          |
| —                     | —                 | —                  | —                  | —                   | 650                                   |                  | 1 183            | —        | —                   | —                         | —                              |
| 44 573                | 2 539             | 9 195              | 153                | 16 150              | 4 238                                 |                  | 9 656            | 681      | 2 361               | 2 727                     | 3 549                          |
| 33 602                | 1 477             | 5 621              | 182                | 17 281              | 5 149                                 |                  | 8 745            | 205      | 1 544               | 2 324                     | 4 173                          |
| 16 200                | 98                | —                  | 3                  | 3 504               | —                                     |                  | —                | —        | 551                 | —                         | —                              |
| —                     | —                 | 1 309              | —                  | 18                  | —                                     |                  | —                | —        | —                   | —                         | —                              |
| —                     | —                 | 300                | —                  | —                   | —                                     |                  | —                | 18       | —                   | —                         | —                              |
| —                     | 66                | —                  | 229                | —                   | 262                                   |                  | 2 839            | 367      | —                   | 348                       | 1 542                          |
| 7 306                 | —                 | —                  | 54                 | —                   | 1 470                                 |                  | —                | —        | —                   | —                         | 1 648                          |
| —                     | 99                | 31                 | 16                 | —                   | —                                     |                  | 222              | —        | 234                 | —                         | —                              |
| —                     | —                 | 746                | —                  | —                   | 33                                    |                  | —                | —        | —                   | 265                       | —                              |
| 57 108                | 1 740             | 8 007              | 484                | 20 803              | 6 914                                 |                  | 11 806           | 590      | 2 329               | 2 937                     | 7 363                          |
| (12 535)              | 799               | 1 188              | (331)              | (4 653)             | (2 676)                               |                  | (2 150)          | 91       | 32                  | (210)                     | (3 814)                        |
| 1 616                 | —                 | —                  | —                  | 1 248               | —                                     |                  | 80               | —        | —                   | 110                       | —                              |
| —                     | —                 | —                  | —                  | —                   | —                                     |                  | —                | —        | —                   | —                         | —                              |
| —                     | —                 | —                  | —                  | —                   | —                                     |                  | —                | —        | —                   | —                         | 255                            |
| 21 090                | 1 304             | 2 046              | 176                | 13 319              | 6 111                                 |                  | 44 086           | 1 947    | 1 681               | 4 205                     | 5 788                          |
| 511                   | 1 650             | 5 034              | 25                 | 1 000               | 2 184                                 |                  | 504              | 350      | 100                 | 100                       | 15                             |
| 2 440                 | —                 | 45                 | —                  | —                   | 29                                    |                  | 6                | —        | —                   | —                         | —                              |
| 4 168                 | —                 | —                  | —                  | —                   | —                                     |                  | —                | 256      | —                   | —                         | —                              |
| —                     | —                 | —                  | —                  | —                   | —                                     |                  | —                | —        | —                   | —                         | —                              |
| (1 295)               | (664)             | (3 033)            | 28                 | —                   | 405                                   |                  | 4 556            | 541      | 439                 | 1 253                     | 1 844                          |
| —                     | 11                | —                  | —                  | 1 723               | —                                     |                  | —                | —        | —                   | —                         | —                              |
| (1 554)               | —                 | —                  | —                  | 1 398               | —                                     |                  | —                | —        | —                   | —                         | —                              |
| —                     | —                 | —                  | 13                 | —                   | —                                     |                  | —                | 500      | —                   | —                         | 3 389                          |
| 9 392                 | —                 | —                  | 103                | —                   | —                                     |                  | 37 339           | —        | 576                 | —                         | —                              |
| —                     | —                 | —                  | 6                  | —                   | 3 494                                 |                  | —                | —        | —                   | 2 852                     | —                              |
| 7 428                 | 93                | —                  | —                  | 5 123               | —                                     |                  | —                | 300      | 566                 | —                         | —                              |
| —                     | 214               | —                  | —                  | 4 075               | —                                     |                  | 1 681            | —        | —                   | —                         | 540                            |
| 21 090                | 1 304             | 2 046              | 175                | 13 319              | 6 112                                 |                  | 44 086           | 1 947    | 1 681               | 4 205                     | 5 788                          |

\* This relates to the total activities of Brymon Aviation Ltd., including non-airline functions.

Table 2.10

# Total Scheduled and Non-scheduled Services

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

|   | Financial<br>Year | Aircraft-km<br>(000) | Stage<br>Flights | Aircraft<br>Hours | No. of<br>Passengers<br>Uplifted | Seat-km<br>Available<br>(000) | Seat-km<br>Used<br>(000) | Cargo<br>Tonnes<br>Uplifted | Tonne-km<br>Available<br>(000) | Total<br>(000) | Tonne-km used<br>Cargo<br>(000) | Passengers<br>(000) |
|---|-------------------|----------------------|------------------|-------------------|----------------------------------|-------------------------------|--------------------------|-----------------------------|--------------------------------|----------------|---------------------------------|---------------------|
| British Airways<br>(including BA Helicopters) | 31.3.78           | 260 711              | 242 868          | 441 273           | 14 274 621                       | 51 102 973                    | 30 815 378               |                             | 6 575 914                      | 3 812 593      | 989 657                         | 2 822 917           |
| British Airtours                              | 31.3.78           | 14 476               | 6 443            | 20 995            | 911 101                          | 2 715 621                     | 2 072 940                |                             | 249 479                        | 180 253        | —                               | 180 253             |
| Air Anglia                                    | 31.10.77          | 7 496                | 20 090           | 22 519            | 327 021                          | 295 649                       | 153 044                  |                             | 30 157                         | 15 746         | 484                             | 15 263              |
| Air Bridge Carriers                           | 31.12.77          | 1 511                | 3 159            | 4 456             | —                                | —                             | —                        |                             | 21 136                         | 10 860         | 10 860                          | —                   |
| Air Freight                                   | 30.4.78           | 866                  | 3 083            | 46 681            | 18 823                           | 13 116                        | 6 457                    |                             | 2 777                          | 1 785          | 1 305                           | 482                 |
| Aldair  | 31.7.77           | 1 356                | 4 046            | 4 172             | 108 334                          | 116 568                       | 50 663                   |                             | 12 481                         | 4 709          | 631                             | 4 078               |
| Aurigny Air Services                          | 28.2.78           | 1 170                | 21 220           | 6 639             | 216 891                          | 16 796                        | 11 826                   |                             | 1 603                          | 997            | 52                              | 946                 |
| Britannia Airways                             | 31.12.77          | 35 103               | 21 863           | 55 945            | 2 402 777                        | 4 569 309                     | 3 876 246                |                             | 389 158                        | 329 754        | 211                             | 329 544             |
| British Air Ferries                           | 31.10.77          | 2 529                | 10 071           | 9 959             | 184 283                          | 75 283                        | 39 743                   |                             | 12 160                         | 6 120          | 2 517                           | 3 603               |
| British Caledonian                            | 31.10.77          | 49 214               | 37 972           | 78 899            | 1 939 920                        | 5 755 047                     | 3 876 289                |                             | 912 917                        | 562 470        | 216 390                         | 346 081             |
| British Island Airways                        | 31.12.77          | 5 740                | 24 119           | 21 965            | 581 930                          | 205 593                       | 121 815                  |                             | 26 311                         | 14 147         | 3 796                           | 10 352              |
| British Midland Airways                       | 31.12.77          | 16 022               | 24 545           | 34 296            | 1 167 662                        | 2 036 565                     | 1 095 517                |                             | 182 798                        | 96 518         | 11 080                          | 85 437              |
| Brymon Airways                                | 31.12.77          | 863                  | 4 311            | 4 040             | 40 088                           | 17 955                        | 9 365                    |                             | 1 734                          | 804            | 4                               | 800                 |
| Dan-Air Services                              | 31.12.77          | 56 635               | 55 001           | 104 038           | 3 533 290                        | 6 082 408                     | 4 964 353                |                             | 605 824                        | 492 015        | 95 255                          | 396 760             |
| IAS Cargo Airlines                            | 31.3.78           | 12 800               | 4 176            | 18 814            | —                                | —                             | —                        |                             | 476 375                        | 302 359        | 302 359                         | —                   |
| Intra Airways                                 | 31.12.77          | 1 696                | 6 791            | 6 793             | 140 795                          | 64 190                        | 40 726                   |                             | 7 048                          | 4 378          | 1 302                           | 3 077               |
| Laker Airways                                 | 31.3.78           | 25 710               | 9 721            | 40 298            | 1 203 167                        | 5 696 083                     | 4 569 978                |                             | 563 856                        | 431 040        | —                               | 431 040             |
| Lagonair                                      | 31.3.78           | 2 844                | 23 418           | 13 476            | 113 885                          | 32 377                        | 17 418                   |                             | 2 982                          | 1 602          | 13                              | 1 589               |
| Monarch Airlines                              | 30.11.77          | 12 012               | 7 951            | 19 353            | 805 253                          | 1 745 485                     | 1 336 844                |                             | 172 641                        | 122 114        | 959                             | 121 153             |
| Redcoat Air Cargo                             | 30.6.78           | 1 074                | 364              | 2 252             | —                                | —                             | —                        |                             | 17 185                         | 8 797          | 8 797                           | —                   |
| Tradewinds                                    | 31.3.78           | 7 240                | 2 742            | 13 058            | —                                | —                             | —                        |                             | 217 884                        | 128 931        | 128 931                         | —                   |
| Trans-Meridian Air Cargo                      | 30.9.77           | 8 773                | 2 687            | 18 060            | —                                | —                             | —                        |                             | 245 377                        | 139 916        | 139 916                         | —                   |

\* Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 Licences.

# All Scheduled Services

Table 2.11

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

|   | Financial<br>Year | Aircraft-km<br>(000) | Stage<br>Flights | Aircraft<br>Hours | No. of<br>Passengers<br>Uplifted | Seat-km<br>Available<br>(000) | Seat-km<br>Used<br>(000) | Cargo<br>Tonnes<br>Uplifted | Tonne-km<br>Available<br>(000) | Total<br>(000) | Mail<br>(000) | Tonne-km used<br>Cargo<br>(000) | Passengers<br>(000) |
|---|-------------------|----------------------|------------------|-------------------|----------------------------------|-------------------------------|--------------------------|-----------------------------|--------------------------------|----------------|---------------|---------------------------------|---------------------|
| British Airways<br>(including BA Helicopters) | 31.3.78           | 245 705              | 204 742          | 400 014           | 13 555 476                       | 49 367 127                    | 29 473 773               | 211 138                     | 6 358 314                      | 3 675 388      | 155 236       | 821 145                         | 2 698 987           |
| British Airtours                              | 31 3 78           | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| Air Anglia                                    | 31 10 77          | 7 034                | 18 562           | 20 922            | 322 915                          | 292 376                       | 151 958                  | 959                         | 29 831                         | 15 636         | —             | 483                             | 15 154              |
| Air Bridge Carriers                           | 31 12.77          | 157                  | 922              | 664               | —                                | —                             | —                        | 5 458                       | 1 645                          | 969            | —             | 969                             | —                   |
| Air Freight                                   | 30 4 78           | 283                  | 1 358            | 1 729             | —                                | —                             | —                        | 3 115                       | 948                            | 663            | —             | 663                             | —                   |
| Alidair                                       | 31 7 77           | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| Aunigny Air Services                          | 28 2.78           | 1 170                | 21 220           | 6 639             | 216 891                          | 16 796                        | 11 826                   | 907                         | 1 603                          | 997            | 5             | 47                              | 946                 |
| Britannia Airways                             | 31.12.77          | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| British Air Ferries                           | 31.10.77          | 1 764                | 8 579            | 6 986             | 170 720                          | 61 553                        | 33 767                   | 5 653                       | 7 176                          | 4 359          | —             | 1 286                           | 3 073               |
| British Caledonian                            | 31.10.77          | 27 401               | 28 406           | 46 840            | 1 234 978                        | 3 327 218                     | 1 846 557                | 17 263                      | 442 173                        | 219 068        | 6 810         | 46 050                          | 166 208             |
| British Island Airways                        | 31.12.77          | 5 030                | 22 440           | 19 638            | 569 777                          | 200 462                       | 118 155                  | 9 411                       | 23 133                         | 12 787         | 311           | 2 435                           | 10 042              |
| British Midland Airways                       | 31 12 77          | 5 095                | 15 491           | 16 053            | 525 367                          | 372 303                       | 202 462                  | 2 075                       | 30 034                         | 16 740         | —             | 907                             | 15 832              |
| Brymon Airways                                | 31 12.77          | 859                  | 4 295            | 4 023             | 39 986                           | 17 909                        | 9 336                    | 18                          | 1 730                          | 801            | —             | 4                               | 797                 |
| Dan-Air Services                              | 31 12.77          | 5 098                | 16 576           | 16 434            | 421 669                          | 312 663                       | 157 737                  | 7                           | 24 659                         | 12 529         | —             | 2                               | 12 527              |
| IAS Cargo Airlines                            | 31.3.78           | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| Intra Airways                                 | 31.12.77          | 855                  | 4 727            | 4 158             | 72 542                           | 26 600                        | 15 519                   | 3 950                       | 3 352                          | 1 994          | —             | 833                             | 1 161               |
| Laker Airways                                 | 31.3.78           | 2 109                | 379              | 2 736             | 99 355                           | 726 481                       | 552 810                  | —                           | 73 369                         | 55 281         | —             | —                               | 55 281              |
| Loganair                                      | 31.3.78           | 1 420                | 17 201           | 7 187             | 82 787                           | 15 300                        | 8 398                    | —                           | 1 394                          | 763            | —             | —                               | 763                 |
| Monarch Airlines                              | 30 11.77          | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| Redcoat Air Cargo                             | 30.6.78           | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| Tradewinds                                    | 31 3 78           | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |
| Trans-Meridian Air Cargo                      | 30 9.77           | —                    | —                | —                 | —                                | —                             | —                        | —                           | —                              | —              | —             | —                               | —                   |

Table 2.12

# All Non-scheduled Services

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

|                            | Financial<br>Year | Aircraft-km<br>(000) | Stage<br>Flights | Aircraft<br>Hours | No. of<br>Passengers<br>Uplifted | Seat-km<br>Available<br>(000) | Seat-km<br>Used<br>(000) | Cargo*<br>Tonnes<br>Uplifted | Tonne-km<br>Available<br>(000) | Total<br>(000) | Tonne-km used<br>Cargo<br>(000) | Passengers<br>(000) |
|----------------------------|-------------------|----------------------|------------------|-------------------|----------------------------------|-------------------------------|--------------------------|------------------------------|--------------------------------|----------------|---------------------------------|---------------------|
| British Airways            |                   |                      |                  |                   |                                  |                               |                          |                              |                                |                |                                 |                     |
| (including BA Helicopters) | 31.3.78           | 15 006               | 38 126           | 41 259            | 719 145                          | 1 735 846                     | 1 341 605                |                              | 217 600                        | 137 205        | 13 276                          | 123 930             |
| British Airtours           | 31.3.78           | 14 476               | 6 443            | 20 995            | 911 101                          | 2 715 621                     | 2 072 940                |                              | 249 479                        | 180 253        | —                               | 180 253             |
| Air Anglia                 | 31.10.77          | 462                  | 1 528            | 1 597             | 4 106                            | 3 273                         | 1 086                    |                              | 326                            | 110            | 1                               | 109                 |
| Air Bridge Carriers        | 31.12.77          | 1 354                | 2 237            | 3 792             | —                                | —                             | —                        |                              | 19 491                         | 9 891          | 9 891                           | —                   |
| Air Freight                | 30.4.78           | 583                  | 1 725            | 2 939             | 18 823                           | 13 116                        | 6 457                    |                              | 1 829                          | 1 122          | 642                             | 482                 |
| Alidair                    | 31.7.77           | 1 356                | 4 046            | 4 172             | 108 334                          | 116 568                       | 50 663                   |                              | 12 481                         | 4 709          | 631                             | 4 078               |
| Aurigny Air Services       | 28.2.78           | —                    | —                | —                 | —                                | —                             | —                        |                              | —                              | —              | —                               | —                   |
| Britannia Airways          | 31.12.77          | 35 103               | 21 863           | 55 945            | 2 402 777                        | 4 569 309                     | 3 876 246                |                              | 389 158                        | 329 754        | 211                             | 329 544             |
| British Air Ferries        | 31.10.77          | 765                  | 1 492            | 2 973             | 13 563                           | 13 730                        | 5 976                    |                              | 4 984                          | 1 761          | 1 231                           | 530                 |
| British Caledonian         | 31.10.77          | 21 813               | 9 566            | 32 059            | 704 942                          | 2 427 829                     | 2 029 732                |                              | 470 744                        | 343 402        | 163 530                         | 179 873             |
| British Island Airways     | 31.12.77          | 710                  | 1 679            | 2 327             | 12 153                           | 5 131                         | 3 660                    |                              | 3 178                          | 1 360          | 1 050                           | 310                 |
| British Midland Airways    | 31.12.77          | 10 927               | 9 054            | 18 243            | 642 295                          | 1 664 262                     | 893 055                  |                              | 152 764                        | 79 778         | 10 173                          | 69 605              |
| Brymon Airways             | 31.12.77          | 4                    | 16               | 17                | 102                              | 46                            | 29                       |                              | 4                              | 3              | —                               | 3                   |
| Dan-Air Services           | 31.12.77          | 51 537               | 38 425           | 87 604            | 3 111 621                        | 5 769 745                     | 4 806 616                |                              | 581 165                        | 479 486        | 95 253                          | 384 233             |
| IAS Cargo Airlines         | 31.3.78           | 12 800               | 4 176            | 18 814            | —                                | —                             | —                        |                              | 476 375                        | 302 359        | 302 359                         | —                   |
| Intra Airways              | 31.12.77          | 841                  | 2 064            | 2 635             | 68 253                           | 37 590                        | 25 207                   |                              | 3 696                          | 2 384          | 469                             | 1 916               |
| Laker Airways              | 31.3.78           | 23 601               | 9 342            | 37 562            | 1 103 812                        | 4 969 602                     | 4 017 168                |                              | 490 487                        | 375 759        | —                               | 375 759             |
| Loganair                   | 31.3.78           | 1 424                | 6 217            | 6 289             | 31 098                           | 17 077                        | 9 020                    |                              | 1 588                          | 839            | 13                              | 826                 |
| Monarch Airlines           | 30.11.77          | 12 012               | 7 951            | 19 353            | 805 253                          | 1 745 485                     | 1 336 844                |                              | 172 641                        | 122 114        | 959                             | 121 153             |
| Redcoat Air Cargo          | 30.6.78           | 1 074                | 364              | 2 252             | —                                | —                             | —                        |                              | 17 185                         | 8 797          | 8 797                           | —                   |
| Tradewinds                 | 31.3.78           | 7 240                | 2 742            | 13 058            | —                                | —                             | —                        |                              | 217 884                        | 128 931        | 128 931                         | —                   |
| Trans-Meridian Air Cargo   | 30.9.77           | 8 773                | 2 687            | 18 060            | —                                | —                             | —                        |                              | 245 327                        | 139 916        | 139 916                         | —                   |

\* Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 licences

## **PART 3**

# **UK Airports—Movements, Passengers and Cargo Statistics**

Table 3.1

# Size Structure of UK Airports

## Years ended 31 December, 1973 and 1978

X

*Summerville figure 669  
not included  
not supplied  
when this table  
was compiled  
on 8/2/80*

| Airports                       | Terminal<br>passengers<br>(000) | Percentage of<br>passengers<br>at all UK<br>Airports | Percentages of<br>airports this<br>size and<br>smaller | Percentage of<br>passengers at all<br>UK Airports<br>this size and<br>smaller |
|--------------------------------|---------------------------------|--|--|---|
| <b>1978</b>                    |                                 |  |  |   |
| Heathrow                       | 26 491                          | 50.79  | 100  | 100.00  |
| Gatwick                        | 7 759                           | 14.88  | 98   | 49.21   |
| Manchester                     | 3 408                           | 6.53   | 95   | 34.34   |
| Glasgow                        | 2 153                           | 4.13   | 93   | 27.80   |
| Luton                          | 2 058                           | 3.95   | 91   | 23.67   |
| Birmingham                     | 1 305                           | 2.50   | 88   | 19.73   |
| Aberdeen                       | 1 200                           | 2.30   | 86   | 17.23   |
| Belfast                        | 1 176                           | 2.26   | 84   | 14.93   |
| Edinburgh                      | 1 137                           | 2.18   | 81   | 12.67   |
| Newcastle                      | 760                             | 1.46   | 79   | 10.49   |
| East Midlands                  | 548                             | 1.05   | 77   | 9.03  |
| Prestwick                      | 362                             | 0.70   | 74   | 7.99  |
| Isle of Man                    | 346                             | 0.66   | 72   | 7.29  |
| Leeds/Bradford                 | 332                             | 0.64   | 70   | 6.63  |
| Stansted                       | 317                             | 0.61   | 67   | 5.99  |
| Teesside                       | 296                             | 0.57   | 65   | 5.38  |
| Liverpool                      | 287                             | 0.55   | 63   | 4.81  |
| Southampton                    | 282                             | 0.54   | 60   | 4.26  |
| Southend                       | 236                             | 0.45   | 58   | 3.72  |
| Cardiff                        | 234                             | 0.45   | 56   | 3.27  |
| Bristol                        | 233                             | 0.45   | 53   | 2.82  |
| Other 22 Airports              | 1 239                           | 2.38   | 51   | 2.38  |
| <b>1973</b>                    |                                 |  |  |   |
| Heathrow                       | 20 288                          | 47.05  | 100  | 100.00  |
| Gatwick                        | 5 728                           | 13.28  | 98   | 52.95   |
| Luton                          | 3 217                           | 7.46   | 96   | 39.67   |
| Manchester                     | 2 574                           | 5.97   | 93   | 32.21   |
| Glasgow                        | 2 142                           | 4.97   | 91   | 26.24   |
| Belfast                        | 1 313                           | 3.04   | 89   | 21.27   |
| Birmingham                     | 1 132                           | 2.62   | 87   | 18.23   |
| Edinburgh                      | 877                             | 2.03   | 84   | 15.61   |
| Newcastle                      | 620                             | 1.44   | 82   | 13.57   |
| Liverpool                      | 556                             | 1.29   | 80   | 12.13   |
| East Midlands                  | 516                             | 1.20   | 78   | 10.85   |
| Isle of Man                    | 465                             | 1.08   | 76   | 9.65  |
| Prestwick                      | 386                             | 0.90   | 73   | 8.57  |
| Southend                       | 385                             | 0.89   | 71   | 7.67  |
| Southampton                    | 308                             | 0.72   | 69   | 6.78  |
| Bristol                        | 289                             | 0.67   | 67   | 6.07  |
| Glamorgan                      | 284                             | 0.66   | 64   | 5.40  |
| Leeds/Bradford                 | 280                             | 0.65   | 62   | 4.74  |
| Aberdeen                       | 260                             | 0.60   | 60   | 4.09  |
| Teesside                       | 189                             | 0.44   | 58   | 3.49  |
| Stansted                       | 173                             | 0.40   | 56   | 3.05  |
| Blackpool                      | 143                             | 0.33   | 53   | 2.65  |
| Others (23 reporting Airports) | 1 000                           | 2.32   | 51   | 2.32  |



# Main Outputs of UK Airports 1951-1978

Table 3.2

|      | Total<br>Movements<br>(000) | Percentage<br>Growth on<br>Previous year | Air Transport<br>Movements<br>(000) | Percentage<br>Growth on<br>Previous Year | Terminal<br>Passengers<br>(000) | Percentage<br>Growth on<br>Previous Year |
|------|-----------------------------|--|-------------------------------------|--|---------------------------------|--|
| 1951 | 499                         | 4.0                                      | 187                                 | -4.0                                     | 2 471                           | 15.9                                     |
| 1952 | 514                         | 2.9                                      | 195                                 | 4.5                                      | 2 776                           | 12.3                                     |
| 1953 | 556                         | 8.2                                      | 214                                 | 9.3                                      | 3 419                           | 23.2                                     |
| 1954 | 559                         | 0.5                                      | 232                                 | 8.7                                      | 4 004                           | 17.1                                     |
| 1955 | 601                         | 7.6                                      | 259                                 | 11.6                                     | 4 831                           | 20.7                                     |
| 1956 | 602                         | 0.2                                      | 293                                 | 13.3                                     | 5 617                           | 16.3                                     |
| 1957 | 720                         | 19.6                                     | 329                                 | 12.2                                     | 6 600                           | 17.5                                     |
| 1958 | 719                         | -0.1                                     | 340                                 | 3.4                                      | 6 761                           | 2.4                                      |
| 1959 | 727                         | 1.0                                      | 358                                 | 5.5                                      | 7 867                           | 16.3                                     |
| 1960 | 754                         | 3.7                                      | 402                                 | 12.1                                     | 10 075                          | 28.1                                     |
| 1961 | 810                         | 7.4                                      | 447                                 | 11.3                                     | 12 249                          | 21.6                                     |
| 1962 | 800                         | -7.2                                     | 449                                 | 0.4                                      | 13 793                          | 12.6                                     |
| 1963 | 818                         | 2.2                                      | 458                                 | 1.9                                      | 15 506                          | 12.4                                     |
| 1964 | 884                         | 8.1                                      | 480                                 | 4.9                                      | 17 649                          | 13.8                                     |
| 1965 | 957                         | 8.2                                      | 508                                 | 5.7                                      | 19 918                          | 12.9                                     |
| 1966 | 1 093                       | 14.3                                     | 556                                 | 9.6                                      | 22 582                          | 13.4                                     |
| 1967 | 1 213                       | 11.0                                     | 566                                 | 1.7                                      | 24 003                          | 6.3                                      |
| 1968 | 1 279                       | 5.5                                      | 560                                 | -1.0                                     | 24 845                          | 3.5                                      |
| 1969 | 1 399                       | 9.4                                      | 591                                 | 5.6                                      | 28 064                          | 13.0                                     |
| 1970 | 1 468                       | 4.9                                      | 607                                 | 2.6                                      | 31 606                          | 12.6                                     |
| 1971 | 1 618                       | 10.2                                     | 630                                 | 3.8                                      | 34 934                          | 10.5                                     |
| 1972 | 1 733                       | 7.1                                      | 669                                 | 6.3                                      | 39 125                          | 12.0                                     |
| 1973 | 1 892                       | 9.2                                      | 719                                 | 7.3                                      | 43 125                          | 10.2                                     |
| 1974 | 1 849                       | -2.3                                     | 710                                 | -1.2                                     | 40 082                          | -7.1                                     |
| 1975 | 1 911                       | 3.4                                      | 701                                 | -1.3                                     | 41 846                          | 4.4                                      |
| 1976 | 1 896                       | -0.8                                     | 740                                 | 5.6                                      | 44 666                          | 6.7                                      |
| 1977 | 1 912                       | 0.8                                      | 759                                 | 2.6                                      | 45 927                          | 2.8                                      |
| 1978 | 1 981                       | 3.6                                      | 827                                 | 8.9                                      | 53 368                          | 13.6                                     |
|      | 2029                        | 6.1                                      | 862                                 | 13.6                                     | 52829                           | 15.0                                     |

*Sumburgh was included, totals amended w/ 8/2/80*

## Mean rates of growth (percentages)

|                       | All<br>Movements | Air Transport<br>Movements | Terminal<br>Passengers |
|-----------------------|------------------|----------------------------|------------------------|
| 1951—55               | 4.7              | 8.6                        | 18.6                   |
| 1956—60               | 4.7              | 7.4                        | 14.4                   |
| 1961—65               | 4.4              | 3.3                        | 12.9                   |
| 1966—70               | 7.6              | 2.2                        | 8.6                    |
| 1971—75               | 4.1              | 2.8                        | 4.0                    |
| Last 20 years 1959—78 | 6.3              | 3.9                        | 9.6                    |
| Last 10 years 1969—78 | 3.7              | 3.4                        | 5.9                    |
| Last 5 years 1974—78  | 6.3              | 3.9                        | 6.4                    |

*Mean growth  
not yet amended*

*TOTAL PAXS INSTEAD  
OF TERMINAL<sup>51</sup>  
w/ 11/2/80*

Table 3.3

## Use of UK Airports 1964 - 1978

|      | Total     |            | UK Operators |          |               |          | Foreign operators |          |               |          |
|------|-----------|------------|--------------|----------|---------------|----------|-------------------|----------|---------------|----------|
|      | A.T.      | Terminal   | Scheduled    |          | Non Scheduled |          | Scheduled         |          | Non Scheduled |          |
|      | movements | passengers | A.T.         | Terminal | A.T.          | Terminal | A.T.              | Terminal | A.T.          | Terminal |
|      | (000)     | (000)      | (000)        | (000)    | (000)         | (000)    | (000)             | (000)    | (000)         | (000)    |
| 1964 | 480       | 17 649     | 330          | 11 536   | 36            | 1 442    | 103               | 4 081    | 11            | 590      |
| 1965 | 508       | 19 918     | 344          | 12 938   | 41            | 1 814    | 112               | 4 574    | 11            | 592      |
| 1966 | 556       | 22 582     | 378          | 14 359   | 49            | 2 555    | 118               | 5 046    | 11            | 621      |
| 1967 | 566       | 24 003     | 380          | 14 907   | 49            | 2 771    | 124               | 5 521    | 12            | 804      |
| 1968 | 560       | 24 845     | 361          | 14 699   | 57            | 3 329    | 131               | 5 994    | 11            | 823      |
| 1969 | 591       | 28 064     | 367          | 15 558   | 72            | 4 678    | 138               | 6 648    | 14            | 1 180    |
| 1970 | 607       | 31 606     | 360          | 16 266   | 88            | 6 216    | 142               | 7 841    | 16            | 1 284    |
| 1971 | 630       | 34 934     | 362          | 16 851   | 107           | 8 358    | 145               | 8 245    | 17            | 1 480    |
| 1972 | 669       | 39 125     | 385          | 18 789   | 119           | 9 496    | 145               | 9 144    | 20            | 1 697    |
| 1973 | 719       | 43 125     | 420          | 21 022   | 130           | 10 197   | 146               | 9 930    | 23            | 1 976    |
| 1974 | 710       | 40 082     | 421          | 20 391   | 123           | 7 997    | 149               | 10 125   | 18            | 1 569    |
| 1975 | 701       | 31 846     | 398          | 20 654   | 136           | 8 538    | 147               | 10 802   | 20            | 1 851    |
| 1976 | 740       | 44 666     | 413          | 21 722   | 153           | 8 902    | 150               | 11 865   | 24            | 2 177    |
| 1977 | 759       | 45 927     | 414          | 21 172   | 174           | 9 319    | 146               | 13 042   | 25            | 2 395    |
| 1978 | 827       | 52 161 ✓   | 476          | 25 238   | 173           | 9 971    | 151               | 14 284 ✓ | 28            | 2 667    |
|      |           | 52829      |              | 25328    |               | 10539    |                   |          |               | 2678     |

1978 *fig* *Sunderland* was included, totals amended *WP 11/2/80*

Table 3.4

Movements at UK Airports by Purpose  
1964 - 1978

|      | Commercial   |         |               |       | Non-commercial |                     |                   |       |
|------|--------------|---------|---------------|-------|----------------|---------------------|-------------------|-------|
|      | Total        | Total   | Air transport | Other | Total          | Aero-club & private | Test and training | Other |
|      | (000)        | (000)   | (000)         | (000) | (000)          | (000)               | (000)             | (000) |
| 1964 | 884          | 518     | 480           | 38    | 366            | 227                 | 52                | 87    |
| 1965 | 957          | 541     | 508           | 34    | 415            | 258                 | 59                | 98    |
| 1966 | 1 093        | 590     | 556           | 34    | 503            | 330                 | 68                | 106   |
| 1967 | 1 213        | 598     | 566           | 32    | 615            | 383                 | 116               | 116   |
| 1968 | 1 279        | 596     | 560           | 36    | 683            | 434                 | 149               | 101   |
| 1969 | 1 399        | 639     | 591           | 47    | 760            | 510                 | 161               | 89    |
| 1970 | 1 468        | 660     | 607           | 53    | 808            | 541                 | 171               | 96    |
| 1971 | 1 618        | 688     | 630           | 58    | 930            | 597                 | 235               | 98    |
| 1972 | 1 733        | 735     | 669           | 66    | 998            | 674                 | 218               | 105   |
| 1973 | 1 892        | 803     | 719           | 85    | 1 089          | 779                 | 210               | 99    |
| 1974 | 1 849        | 792     | 710           | 82    | 1 057          | 782                 | 180               | 95    |
| 1975 | 1 911        | 781     | 701           | 80    | 1 130          | 842                 | 187               | 101   |
| 1976 | 1 896        | 821     | 740           | 81    | 1 075          | 806                 | 160               | 109   |
| 1977 | 1 904 ✓ 1912 | 847 846 | 759           | 88 87 | 1 058 1066     | 773 780             | 168 169           | 116   |
| 1978 | 1 982 ✓ 1981 | 905     | 827           | 78    | 1 076          | 803                 | 164               | 109   |
| 1978 | 2029         | 949     | 862           | 87    | 1080           | 803                 | 168               | 109   |

*Sunderland* was included in *new* totals *WP 11/2/80*

Table 3.5

## Total Aircraft Movements 1964 - 1978

|                                  | 1964    | 1965    | 1966      | 1967      | 1968      | 1969      | 1970      | 1971      | 1972      | 1973      | 1974      | 1975      | 1976      | 1977      | 1978      | Mean<br>Percentage<br>change for<br>last 5 years | Percentage<br>change for<br>past 1 year |
|----------------------------------|---------|---------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|---|
| <b>London Area Airports</b>      |         |         |           |           |           |           |           |           |           |           |           |           |           |           |           |  |   |
| + Gatwick                        | 51 752  | 58 440  | 65 248    | 70 552    | 73 045    | 87 974    | 92 185    | 102 509   | 105 142   | 111 104   | 105 320   | 105 035   | 108 726   | 109 876   | 125 876   | 4 1  | 14.6                                    |
| + Heathrow                       | 187 784 | 206 336 | 224 099   | 236 449   | 247 498   | 258 374   | 270 286   | 273 242   | 279 291   | 293 867   | 288 179   | 276 087   | 278 108   | 265 002   | 292 055   | -0.1   | 10.2                                    |
| + Luton                          | 36 937  | 30 714  | 41 120    | 42 769    | 48 031    | 51 020    | 52 174    | 69 597    | 61 408    | 61 592    | 47 196    | 52 488    | 58 772    | 61 586    | 58 741    | 6.2  | -4.6                                    |
| + Southend                       | 39 103  | 35 173  | 35 553    | 35 355    | 42 852    | 52 760    | 53 977    | 60 827    | 60 358    | 71 021    | 62 283    | 61 817    | 61 481    | 63 769    | 65 846    | 1.4  | 3.3                                     |
| + Stansted                       | 32 065  | 31 704  | 28 091    | 32 929    | 38 579    | 42 477    | 44 486    | 41 647    | 33 859    | 30 505    | 32 032    | 33 669    | 27 921    | 28 528    | 31 421    | -2.0   | 10.1                                    |
| TOTAL (London Area)              | 347 641 | 362 367 | 394 111   | 418 054   | 450 005   | 492 605   | 513 108   | 547 822   | 540 058   | 568 089   | 535 010   | 529 096   | 535 008   | 528 761   | 573 939   | 1.4  | 8.5                                     |
| Westland Heliport (Battersea)    | 1 510   | 1 761   | 2 767     | 2 979     | 4 084     | 5 248     | 6 884     | 7 484     | 9 087     | 12 380    | 11 621    | 9 112     | 9 239     | 8 659     | 9 558     | -4.3   | 10.4                                    |
| <b>Other UK Airports</b>         |         |         |           |           |           |           |           |           |           |           |           |           |           |           |           |  |   |
| + Aberdeen                       | 16 931  | 15 715  | 16 858    | 19 127    | 18 119    | 24 101    | 22 498    | 30 085    | 42 604    | 50 664    | 69 099    | 82 624    | 82 113    | 92 771    | 96 654    | 8.2  | 4.2                                     |
| + Belfast                        | 19 354  | 21 015  | 28 911    | 27 087    | 26 516    | 33 172    | 47 335    | 55 556    | 69 244    | 79 686    | 74 703    | 72 985    | 74 873    | 75 450    | 72 997    | -0.1   | -3.3                                    |
| + Benbecula                      | 1 909   | 2 208   | 2 235     | 1 614     | 1 672     | 2 048     | 2 842     | 2 336     | 2 552     | 2 626     | 2 392     | 2 721     | 3 555     | 3 561     | 3 411     | 10.3   | -4.2                                    |
| + Birmingham                     | 40 215  | 47 953  | 45 744    | 51 704    | 53 182    | 46 698    | 46 326    | 58 272    | 62 338    | 65 276    | 59 589    | 62 450    | 66 280    | 66 076    | 70 956    | 4.1  | 7.4                                     |
| + Blackpool                      | 35 957  | 42 327  | 43 126    | 48 932    | 57 799    | 51 612    | 60 543    | 63 069    | 78 399    | 80 458    | 72 817    | 82 982    | 85 668    | 92 077    | 87 385    | 4.8  | -5.1                                    |
| + Bournemouth                    | 31 235  | 34 624  | 26 895    | 32 257    | 33 680    | 42 312    | 49 088    | 60 270    | 64 983    | 66 309    | 71 434    | 61 764    | 53 500    | 47 645    | 59 370    | -6.1   | 24.6                                    |
| + Bristol                        | 31 267  | 27 575  | 27 563    | 34 815    | 29 296    | 31 806    | 30 677    | 30 147    | 32 008    | 33 079    | 29 054    | 28 029    | 28 257    | 28 094    | 27 630    | -1.0   | -1.7                                    |
| + Cambridge                      | 23 528  | 35 298  | 59 846    | 65 630    | 58 878    | 38 131    | 38 957    | 40 736    | 38 159    | 38 544    | 31 886    | 38 578    | 42 490    | 43 594    | 46 097    | 9.0  | 5.7                                     |
| + Cardiff                        | 15 622  | 20 707  | 22 384    | 28 365    | 30 365    | 24 064    | 25 999    | 33 096    | 32 710    | 37 154    | 43 983    | 56 045    | 42 672    | 36 470    | 36 370    | -7.8   | -0.3                                    |
| + Coventry                       |         |         | 24 265    | 25 707    | 32 013    | 32 718    | 33 002    | 31 946    | 44 034    | 36 283    | 44 907    | 58 307    | 59 442    | 58 414    | 56 478    | 4.7  | -3.3                                    |
| + East Midlands                  |         | 9 907   | 18 557    | 26 090    | 31 657    | 37 855    | 35 170    | 39 675    | 54 964    | 57 441    | 54 260    | 51 854    | 55 145    | 52 121    | 52 870    | -0.5   | 1.4                                     |
| + Edinburgh                      | 42 158  | 44 547  | 50 257    | 61 913    | 61 831    | 55 983    | 58 616    | 60 166    | 57 898    | 60 002    | 59 511    | 71 774    | 69 156    | 65 793    | 62 211    |  | -5.4                                    |
| + Exeter                         |         |         |           |           |           |           |           |           |           | 24 256    | 33 583    | 30 879    | 33 030    | 30 807    | 38 595    | 2.8  | 25.3                                    |
| + Glasgow                        | 33 355  | 33 235  | 37 253    | 42 271    | 45 062    | 70 514    | 71 187    | 78 284    | 81 446    | 84 322    | 86 191    | 74 622    | 75 953    | 68 705    | 80 274    | -2.2   | 16.8                                    |
| + Gloucester/Cheltenham          |         |         |           |           |           | 48 421    | 44 831    | 52 179    | 55 030    | 46 670    | 41 942    | 42 790    | 39 564    | 40 895    | 37 929    | -2.4   | -7.3                                    |
| + Hawarden                       | 4 862   | 5 913   | 6 523     | 5 644     | 5 407     | 9 086     | 10 314    | 6 302     | 5 636     | 6 656     | 12 826    | 12 704    | 17 827    | 15 876    | 16 803    | 7.9  | 5.8                                     |
| + Humberside                     |         |         |           |           |           |           |           |           |           |           |           |           |           | 10 258    | 22 342    |  | 117.8                                   |
| + Inverness                      | 4 608   | 3 152   | 2 720     | 3 495     | 3 806     | 5 676     | 6 725     | 7 828     | 9 210     | 14 743    | 13 927    | 19 403    | 21 487    | 24 059    | 27 856    | 17.4   | 15.8                                    |
| + Islay                          | 1 009   | 1 084   | 1 160     | 1 153     | 1 222     | 1 175     | 1 211     | 1 348     | 1 350     | 2 177     | 2 121     | 1 597     | 1 649     | 2 007     | 2 218     | 3.2  | 10.5                                    |
| + Isle of Man                    | 14 149  | 14 468  | 16 147    | 15 614    | 14 403    | 14 154    | 14 235    | 17 619    | 21 085    | 22 764    | 22 349    | 24 600    | 23 105    | 25 487    | 29 351    | 6.0  | 15.2                                    |
| + Isles of Scilly                | 2 496   | 3 709   | 3 448     | 3 271     | 3 254     | 3 941     | 3 962     | 3 501     | 3 783     | 4 901     | 4 756     | 5 329     | 5 360     | 5 425     | 4 964     | 1.0  | -8.5                                    |
| + Kirkwall                       | 2 429   | 2 727   | 2 787     | 3 072     | 4 183     | 5 186     | 5 779     | 6 221     | 8 126     | 9 565     | 13 548    | 13 414    | 13 575    | 14 087    | 15 335    | 3.0  | 8.9                                     |
| + Leeds/Bradford                 | 32 457  | 38 356  | 42 010    | 42 432    | 40 211    | 38 469    | 37 455    | 37 939    | 38 469    | 42 139    | 44 427    | 48 568    | 43 896    | 42 682    | 47 874    | 0.2  | 12.2                                    |
| + Liverpool                      | 26 760  | 30 272  | 34 715    | 40 112    | 44 854    | 52 427    | 54 344    | 56 472    | 66 569    | 72 955    | 76 098    | 67 285    | 64 834    | 57 443    | 58 377    | -6.7   | 1.6                                     |
| + Lydd                           | 26 967  | 22 994  | 23 523    | 19 458    | 20 474    | 20 712    | 18 177    | 9 476     | 12 993    | 12 769    | 16 994    | 45 325    | 32 895    | 34 807    | 38 892    | 14.9   | 11.7                                    |
| + Manchester                     | 45 336  | 47 033  | 49 875    | 50 912    | 51 599    | 52 536    | 55 478    | 60 876    | 64 758    | 66 401    | 65 365    | 68 525    | 74 118    | 76 127    | 77 667    | 4.6  | 2.0                                     |
| + Manston                        |         |         |           |           |           |           |           |           | 2 575     | 3 891     | 4 156     | 3 168     | 4 435     | 4 556     | 2 104     | -9.5   | -53.8                                   |
| + Newcastle                      | 19 593  | 18 184  | 17 116    | 23 156    | 25 068    | 28 954    | 22 514    | 29 141    | 33 448    | 32 724    | 27 612    | 31 250    | 33 359    | 30 387    | 37 379    | 5.9  | 23.0                                    |
| + Norwich                        |         |         |           |           |           |           |           |           |           | 19 322    | 22 983    | 18 991    | 16 281    | 23 407    | 28 940    | 6.9  | 23.6                                    |
| + Penzance Heliport              | 714     | 3 059   | 3 123     | 4 140     | 3 154     | 3 230     | 3 294     | 3 118     | 3 008     | 3 623     | 3 648     | 3 993     | 4 423     | 4 594     | 4 156     | 4.1  | -9.5                                    |
| + Prestwick                      | 24 629  | 24 918  | 24 479    | 19 625    | 29 960    | 34 453    | 34 102    | 41 812    | 46 251    | 47 245    | 43 474    | 51 123    | 49 752    | 47 444    | 40 209    | -2.3   | -15.2                                   |
| + Southampton                    | 15 091  | 12 713  | 16 403    | 17 859    | 27 356    | 16 204    | 21 257    | 34 249    | 33 800    | 37 983    | 41 906    | 50 036    | 43 259    | 45 270    | 49 363    | 2.3  | 9.0                                     |
| + Stornoway                      | 1 782   | 2 063   | 2 110     | 2 425     | 2 631     | 2 525     | 2 410     | 2 553     | 5 201     | 3 556     | 3 152     | 3 357     | 5 306     | 4 790     | 4 951     | 13.4   | 3.4                                     |
| + Sumburgh                       | 956     | 1 062   | 1 231     | 1 199     | 1 329     | 1 893     | 2 381     | 3 876     | 6 078     | 9 033     | 16 935    | 22 181    | 25 507    | 38 453    | 47 831    |  | 24.4                                    |
| + Swansea                        |         |         | 4 643     | 21 121    | 20 974    | 19 856    | 15 456    | 17 029    | 14 572    | 14 866    | 15 409    | 21 184    | 12 605    | 10 672    | 2 378     | -35.7  | -77.7                                   |
| + Teesside                       | 411     | 11 152  | 23 444    | 25 557    | 22 281    | 23 013    | 24 708    | 30 869    | 32 264    | 41 690    | 38 529    | 37 562    | 39 943    | 48 243    | 50 404    | 8.2  | 4.5                                     |
| + Tiree                          | 1 244   | 1 241   | 1 248     | 1 273     | 1 164     | 1 196     | 1 103     | 1 014     | 1 111     | 1 171     | 1 016     | 810       | 855       | 715       | 761       | -6.8   | 6.4                                     |
| + Wick                           | 3 255   | 3 968   | 2 784     | 3 238     | 2 927     | 2 832     | 2 961     | 3 212     | 4 248     | 3 773     | 3 557     | 3 529     | 5 386     | 5 584     | 6 422     | 17.8   | 15.0                                    |
| TOTAL (Incl. London Area)        | 869 430 | 947 307 | 1 080 261 | 1 191 301 | 1 260 416 | 1 374 506 | 1 434 939 | 1 565 578 | 1 680 049 | 1 817 186 | 1 816 770 | 1 910 546 | 1 895 802 | 1 912 266 | 1 981 470 | 1.4  | 3.6                                     |
| <b>Channel Islands Airports*</b> |         |         |           |           |           |           |           |           |           |           |           |           |           |           |           |  |   |
| Alderney                         | ..      | ..      | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..   | ..                                      |
| Guernsey                         | ..      | ..      | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..   | ..                                      |
| Jersey                           | ..      | ..      | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..   | ..                                      |
| TOTAL (Channel Is. Airports)     | ..      | ..      | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..        | ..   | ..                                      |

Not supplied

Sumburgh now included.  
Totals amended w/p 11/2/80.

# Air Transport Movements 1964 to 1978

Table 3.6

|                                 | 1964    | 1965    | 1966    | 1967    | 1968    | 1969    | 1970    | 1971    | 1972    | 1973    | 1974    | 1975    | 1976    | 1977    | 1978    | Mean<br>percentage<br>change for<br>last 5 years | Percentage<br>change on<br>past year |
|---------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--|--------------------------------------|
| <b>London Area Airports</b>     |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |  |                                      |
| + Gatwick                       | 27 627  | 28 604  | 33 239  | 36 887  | 37 636  | 48 868  | 53 615  | 63 796  | 72 991  | 75 119  | 72 007  | 73 551  | 79 840  | 84 402  | 99 007  | 8.1  | 17.3                                 |
| + Heathrow                      | 175 320 | 192 368 | 209 306 | 221 004 | 228 693 | 235 986 | 246 021 | 249 391 | 256 800 | 267 647 | 265 890 | 253 891 | 256 125 | 242 882 | 268 800 | -0.2   | 10.7                                 |
| + Luton                         | 4 248   | 3 895   | 6 033   | 7 839   | 9 503   | 18 136  | 22 354  | 27 923  | 31 257  | 30 735  | 20 830  | 18 580  | 18 807  | 20 735  | 20 417  | 0.7  | -1.5                                 |
| + Southend                      | 32 147  | 30 133  | 29 076  | 27 360  | 19 638  | 19 740  | 18 395  | 21 204  | 13 741  | 15 255  | 11 717  | 11 360  | 11 981  | 14 630  | 15 077  | 7.9  | 3.1                                  |
| + Stansted                      | 948     | 118     | 206     | 366     | 2 991   | 5 270   | 6 164   | 5 665   | 4 050   | 2 868   | 2 873   | 3 354   | -3 532  | 4 244   | 4 399   | 11.5   | 3.7                                  |
| TOTAL (London Area)             | 240 290 | 255 118 | 277 860 | 293 456 | 298 461 | 328 000 | 346 549 | 367 979 | 378 839 | 391 624 | 373 317 | 360 736 | 370 285 | 366 893 | 407 700 | 2.0  | 11.1                                 |
| Westland Heliport (Battersea)   | 459     | 654     | 355     | 357     | 546     | 762     | 1 032   | 1 335   | 2 188   | 3 256   | 3 113   | 2 720   | 2 228   | 2 368   | 2 768   | -3.7   | 16.9                                 |
| <b>Other UK Airports</b>        |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |  |                                      |
| + Aberdeen                      | 2 987   | 3 089   | 3 628   | 3 803   | 3 780   | 4 885   | 4 252   | 4 486   | 5 848   | 7 799   | 19 465  | 31 454  | 43 410  | 51 027  | 57 405  | 30.3   | 12.5                                 |
| + Belfast                       | 16 395  | 18 171  | 25 071  | 23 287  | 22 632  | 22 087  | 22 559  | 22 814  | 24 230  | 25 585  | 24 148  | 21 569  | 21 288  | 22 009  | 23 081  | -0.7   | 4.9                                  |
| + Benbecula                     | 1 294   | 1 259   | 1 240   | 1 190   | 1 218   | 1 186   | 1 179   | 1 197   | 1 224   | 1 182   | 1 653   | 1 911   | 2 668   | 2 509   | 2 514   | 11.8   | 0.2                                  |
| + Birmingham                    | 12 980  | 13 055  | 13 621  | 14 207  | 14 572  | 13 721  | 13 769  | 15 271  | 18 225  | 21 585  | 20 398  | 19 972  | 21 875  | 21 672  | 27 666  | 7.2  | 27.7                                 |
| + Blackpool                     | 7 468   | 7 533   | 7 854   | 6 750   | 5 320   | 5 270   | 4 108   | 4 174   | 4 114   | 4 512   | 5 265   | 4 904   | 4 606   | 4 798   | 5 660   | 1.2  | 18.0                                 |
| + Bournemouth                   | 13 227  | 11 990  | 2 473   | 1 018   | 1 412   | 1 795   | 2 133   | 2 084   | 3 568   | 4 923   | 6 425   | 6 429   | 6 275   | 7 538   | 7 390   | 4.5  | -2.0                                 |
| + Bristol                       | 9 267   | 9 599   | 9 670   | 9 412   | 8 185   | 6 002   | 6 071   | 7 167   | 7 694   | 8 035   | 6 634   | 7 063   | 6 622   | 6 585   | 6 496   | -1.1   | -1.4                                 |
| + Cambridge                     | 626     | 672     | 701     | 786     | 641     | 470     | 686     | 615     | 894     | 841     | 627     | 593     | 801     | 912     | 948     | 13.4   | 3.9                                  |
| + Cardiff                       | 7 718   | 7 523   | 7 198   | 7 098   | 6 912   | 5 006   | 5 756   | 6 006   | 6 129   | 7 291   | 6 930   | 6 255   | 6 093   | 6 653   | 8 161   | 4.0  | 22.7                                 |
| + Coventry                      | ..      | ..      | 941     | 440     | 267     | 349     | 293     | 276     | 765     | 523     | 108     | 166     | 71      | 254     | 673     | 50.4   | 165.0                                |
| + East Midlands                 | ..      | 3 199   | 4 973   | 6 717   | 7 148   | 7 970   | 5 846   | 6 292   | 8 718   | 11 189  | 10 798  | 11 325  | 11 930  | 11 445  | 12 483  | 3.1  | 9.1                                  |
| + Edinburgh                     | 8 792   | 8 693   | 10 383  | 11 539  | 11 946  | 11 619  | 10 751  | 12 806  | 13 880  | 15 645  | 15 350  | 18 263  | 19 947  | 20 512  | 21 761  | 8.5  | 6.1                                  |
| + Exeter                        | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | 2 672   | 3 142   | 2 963   | 2 909   | 2 669   | 4 669   | 7.1  | 74.9                                 |
| + Glasgow                       | 25 355  | 26 636  | 30 907  | 34 414  | 31 800  | 33 889  | 34 820  | 36 200  | 37 823  | 43 268  | 42 722  | 34 766  | 37 638  | 35 553  | 44 529  | 1.1  | 25.2                                 |
| Gloucester/Cheltenham           | ..      | ..      | ..      | ..      | ..      | 767     | 1 315   | 1 361   | 1 149   | 1 631   | 1 515   | 481     | 641     | 871     | 1 127   | 0  | 29.4                                 |
| Hawarden                        | 2 657   | 3 279   | 3 400   | 2 782   | 2 642   | 646     | 626     | 72      | ..      | ..      | ..      | ..      | ..      | ..      | 56      | ..   | 1 558.9                              |
| Humberside                      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | 1 887   | 5 438  | 188.2                                |
| Inverness                       | 1 719   | 1 749   | 1 725   | 2 163   | 2 402   | 2 962   | 3 252   | 3 420   | 3 896   | 4 531   | 5 873   | 5 916   | 7 021   | 7 849   | 8 030   | 9.5  | 2.3                                  |
| Islay                           | 907     | 986     | 965     | 935     | 1 023   | 965     | 1 016   | 1 002   | 856     | 1 185   | 1 505   | 959     | 864     | 1 334   | 1 476   | 3.0  | 10.6                                 |
| + Isle of Man                   | 12 061  | 12 129  | 13 596  | 12 950  | 11 747  | 10 877  | 10 979  | 10 956  | 11 337  | 11 865  | 11 635  | 10 780  | 10 405  | 9 687   | 10 191  | -3.7   | 5.2                                  |
| + Isles of Scilly               | 2 237   | 3 414   | 3 000   | 2 935   | 2 897   | 3 374   | 3 410   | 2 958   | 3 226   | 4 098   | 4 001   | 4 411   | 4 610   | 4 865   | 4 360   | 2.7  | -10.4                                |
| + Kirkwall                      | 2 099   | 2 401   | 2 502   | 2 626   | 3 723   | 4 350   | 4 688   | 4 896   | 5 414   | 5 927   | 7 253   | 7 434   | 8 924   | 10 242  | 11 146  | 12.5   | 3.8                                  |
| + Leeds/Bradford                | 8 193   | 10 303  | 10 215  | 9 909   | 9 865   | 9 831   | 7 747   | 7 701   | 7 957   | 8 710   | 9 262   | 9 269   | 10 100  | 9 780   | 10 732  | 3.5  | 9.7                                  |
| + Liverpool                     | 14 495  | 16 837  | 19 655  | 17 639  | 18 313  | 16 514  | 15 022  | 14 669  | 15 634  | 15 917  | 14 709  | 12 016  | 11 085  | 8 639   | 10 047  | -10.3  | 16.3                                 |
| + Lydd                          | 26 139  | 22 119  | 22 962  | 18 459  | 14 296  | 12 063  | 7 588   | 186     | 185     | 171     | 941     | 4 053   | 4 293   | 4 368   | 4 137   | 35.5   | -5.3                                 |
| + Manchester                    | 32 950  | 34 072  | 35 463  | 35 503  | 37 031  | 36 023  | 39 578  | 42 264  | 46 751  | 47 729  | 45 545  | 45 981  | 46 715  | 46 826  | 50 969  | 2.5  | 8.8                                  |
| + Manston                       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | 1 078   | 1 352   | 1 333   | 1 184   | 1 111   | 1 424   | 580     | ..      | -13.8  | -59.3                                |
| + Newcastle                     | 7 314   | 7 301   | 7 234   | 7 200   | 7 023   | 8 476   | 7 131   | 8 005   | 9 939   | 11 997  | 11 804  | 11 987  | 13 384  | 13 892  | 16 928  | 9.1  | 21.9                                 |
| + Norwich                       | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | ..      | 4 337   | 4 595   | 6 427   | 6 839   | 9 780   | 10 895  | 26.1   | 11.4                                 |
| Penzance Heliport               | 660     | 2 938   | 2 912   | 2 972   | 2 897   | 3 032   | 3 008   | 2 861   | 2 872   | 3 361   | 3 250   | 3 388   | 3 704   | 3 946   | 3 836   | 5.0  | -2.8                                 |
| + Prestwick                     | 8 048   | 9 742   | 12 872  | 11 084  | 13 189  | 11 776  | 12 137  | 11 572  | 12 876  | 11 640  | 9 400   | 9 880   | 10 102  | 8 762   | 8 185   | -3.9   | -6.6                                 |
| + Southampton                   | 3 115   | 3 040   | 11 733  | 12 528  | 8 274   | 7 803   | 10 555  | 10 976  | 11 071  | 11 052  | 10 865  | 11 568  | 10 967  | 10 853  | 11 598  | 0.7  | 6.9                                  |
| Stornoway                       | 1 068   | 1 050   | 1 113   | 1 092   | 1 094   | 1 298   | 1 837   | 1 828   | 1 934   | 2 086   | 1 951   | 2 196   | 3 339   | 3 303   | 3 441   | 16.7   | 4.2                                  |
| + Sumburgh                      | 841     | 872     | 941     | 824     | 828     | 837     | 1 882   | 2 822   | 3 622   | 4 250   | 11 412  | 12 498  | 15 740  | 23 620  | 35 069  | ..   | 48.5                                 |
| Swansea                         | ..      | ..      | 161     | 967     | 206     | 150     | 126     | 217     | 158     | 232     | 548     | 515     | 665     | 500     | 317     | -10.6  | -36.6                                |
| + Teesside                      | 178     | 2 557   | 2 706   | 2 049   | 2 947   | 4 289   | 2 408   | 2 252   | 3 208   | 4 706   | 5 259   | 5 170   | 6 157   | 8 197   | 13 607  | 26.7   | 66.0                                 |
| Tiree                           | 1 154   | 1 178   | 1 181   | 1 192   | 1 043   | 934     | 998     | 875     | 886     | 810     | 794     | 691     | 750     | 656     | 709     | -2.7   | 8.1                                  |
| Wick                            | 2 636   | 2 573   | 2 460   | 2 628   | 2 472   | 2 408   | 2 468   | 2 528   | 2 654   | 2 619   | 2 651   | 2 611   | 3 859   | 4 377   | 4 817   | 18.7   | 10.1                                 |
| TOTAL (Incl. London Area)       | 475 329 | 505 731 | 553 671 | 562 911 | 558 752 | 582 386 | 597 575 | 622 123 | 750 301 | 710 302 | 706 196 | 700 504 | 739 921 | 759 111 | 827 399 | 3.9  | 9.0                                  |
| <b>Channel Islands Airports</b> |         |         |         |         |         |         |         |         |         |         |         |         |         |         |         |  |                                      |
| Alderney                        | 2 571   | 3 097   | 3 040   | 2 887   | 6 505   | 7 744   | 9 968   | 10 993  | 10 501  | 11 359  | 8 943   | 9 154   | 8 928   | 8 295   | 8 895   | -1.1   | 7.2                                  |
| Guernsey                        | 17 849  | 17 089  | 15 583  | 16 936  | 20 287  | 28 699  | 30 047  | 29 545  | 29 731  | 33 997  | 32 219  | 32 068  | 31 607  | 31 846  | 33 907  | 1.0  | 6.5                                  |
| Jersey                          | 34 934  | 32 387  | 31 185  | 30 451  | 30 422  | 42 592  | 48 055  | 49 808  | 51 378  | 59 909  | 54 266  | 54 864  | 54 326  | 54 058  | 53 143  | -0.6   | -1.7                                 |
| TOTAL (Channel Is. Airports)    | 55 354  | 52 573  | 49 808  | 50 274  | 57 214  | 79 035  | 88 070  | 90 346  | 91 610  | 105 265 | 95 428  | 96 086  | 94 861  | 94 199  | 95 945  | -0.1   | 1.9                                  |

xx Not supplied

Sumburgh was inserted

Totals amended  
TOTAL INCORRECT MPu.p.  
8/2/80

X  
Table 3.7

# Terminal Air Passengers 1964 to 1978

|                                 | 1964       | 1965       | 1966       | 1967       | 1968       | 1969       | 1970       | 1971       | 1972       | 1973       | 1974       | 1975       | 1976       | 1977       | 1978       | Mean<br>percentage<br>change for<br>last 5 years | Percentage<br>change on<br>past 1 year |
|---------------------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|--|
| <b>London Area Airports</b>     |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |  |  |
| + Gatwick                       | 1 114 233  | 1 361 585  | 1 613 989  | 1 954 272  | 2 059 535  | 2 993 969  | 3 680 485  | 4 650 255  | 5 305 892  | 5 728 457  | 5 119 392  | 5 342 254  | 5 713 885  | 6 588 087  | 7 759 059  | 11.0   | 17.8                                   |
| + Heathrow                      | 9 297 695  | 10 491 830 | 11 772 736 | 12 433 542 | 13 159 019 | 14 085 029 | 15 415 689 | 16 147 159 | 18 296 799 | 20 288 425 | 20 077 270 | 21 294 841 | 23 242 513 | 23 390 055 | 26 490 960 | 6.7  | 13.3                                   |
| + Luton                         | 171 091    | 206 856    | 357 109    | 412 938    | 690 610    | 1 487 685  | 1 963 570  | 2 703 392  | 3 096 294  | 3 216 522  | 2 022 786  | 1 868 737  | 1 806 998  | 1 947 398  | 2 058 085  | 0.8  | 5.7                                    |
| + Southend                      | 539 381    | 597 441    | 594 681    | 683 283    | 488 697    | 401 122    | 423 799    | 456 436    | 316 022    | 384 842    | 250 887    | 202 713    | 218 427    | 242 181    | 236 052    | 0.6  | -2.5                                   |
| + Stansted                      | 93 624     | 4 590      | 7 994      | 13 629     | 146 045    | 218 794    | 490 896    | 492 316    | 310 267    | 172 931    | 199 058    | 237 578    | 267 607    | 298 739    | 316 744    | 12.3   | 6.0                                    |
| TOTAL (London Area)             | 11 216 024 | 12 662 302 | 14 346 509 | 15 497 664 | 16 543 906 | 19 186 599 | 21 974 439 | 24 449 558 | 27 325 274 | 29 791 177 | 27 669 393 | 28 946 123 | 31 249 430 | 32 466 460 | 36 860 900 | 7.1  | 13.5                                   |
| Westland Heliport (Battersea)   | 988        | 1 217      | 1 505      | 784        | 1 104      | 1 645      | 2 635      | 3 339      | 5 289      | 8 662      | 8 197      | 5 328      | 5 644      | 6 082      | 8 742      | 0.6  | 43.7                                   |
| <b>Other UK Airports</b>        |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |  |  |
| + Aberdeen                      | 67 270     | 75 571     | 89 042     | 103 674    | 97 606     | 107 497    | 119 495    | 140 534    | 190 127    | 259 984    | 446 398    | 644 813    | 822 601    | 946 410    | 1 200 286  | 26.6   | 26.8                                   |
| + Belfast                       | 761 618    | 860 462    | 994 675    | 982 755    | 981 319    | 1 026 776  | 1 117 422  | 1 114 845  | 1 186 250  | 1 312 953  | 1 225 209  | 1 184 417  | 1 081 651  | 1 037 713  | 1 176 317  | -2.1   | 13.4                                   |
| + Benbecula                     | 15 087     | 15 258     | 15 894     | 14 085     | 14 189     | 15 620     | 17 845     | 20 896     | 23 815     | 22 756     | 24 731     | 22 757     | 23 594     | 23 797     | 23 803     | -0.3   | —                                      |
| + Birmingham                    | 400 972    | 447 765    | 522 564    | 552 639    | 557 185    | 615 315    | 685 645    | 835 777    | 935 554    | 1 131 845  | 1 017 028  | 1 082 372  | 1 113 051  | 1 064 516  | 1 305 210  | 4.9  | 22.6                                   |
| + Blackpool                     | 153 548    | 157 864    | 185 450    | 175 972    | 149 138    | 130 458    | 137 684    | 143 944    | 145 730    | 142 571    | 133 488    | 123 411    | 103 297    | 104 044    | 108 152    | -5.7   | 3.9                                    |
| + Bournemouth                   | 176 668    | 199 376    | 47 345     | 20 099     | 35 310     | 57 611     | 63 297     | 81 260     | 100 132    | 118 764    | 129 137    | 117 117    | 106 878    | 131 787    | 148 141    | 4.0  | 12.4                                   |
| + Bristol                       | 94 632     | 106 392    | 136 068    | 134 375    | 129 668    | 120 176    | 151 676    | 200 581    | 262 402    | 288 864    | 183 576    | 194 768    | 205 368    | 218 841    | 232 891    | 5.3  | 6.4                                    |
| + Cambridge                     | 4 110      | 4 569      | 6 565      | 7 503      | 6 365      | 5 036      | 3 984      | 3 757      | 8 833      | 7 091      | 5 534      | 5 581      | 10 564     | 20 502     | 23 765     | 52.4   | 15.9                                   |
| + Cardiff                       | 104 282    | 112 390    | 139 361    | 135 551    | 130 412    | 115 514    | 171 319    | 213 010    | 238 667    | 283 550    | 229 567    | 208 524    | 192 269    | 208 450    | 234 204    | -1.9   | 12.4                                   |
| + Coventry                      | ..         | ..         | 15 007     | 12 269     | 11 208     | 14 343     | 11 584     | 7 117      | 10 903     | 8 754      | 2 205      | 2 302      | 853        | 1 073      | 4 388      | 6.3  | 308.9                                  |
| + East Midlands                 | ..         | 78 188     | 129 383    | 178 687    | 183 917    | 200 759    | 222 774    | 336 675    | 405 661    | 515 960    | 442 425    | 544 583    | 482 398    | 473 449    | 547 591    | 2.9  | 15.7                                   |
| + Edinburgh                     | 444 058    | 489 104    | 531 150    | 600 208    | 616 129    | 602 066    | 653 247    | 679 528    | 756 685    | 877 182    | 790 651    | 874 018    | 990 793    | 1 021 017  | 1 137 355  | 9.2  | 11.4                                   |
| + Exeter                        | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | 78 881     | 75 125     | 69 334     | 64 597     | 61 140     | 76 308     | -0.9   | 24.8                                   |
| + Glasgow                       | 1 150 506  | 1 240 066  | 1 406 879  | 1 528 980  | 1 387 210  | 1 610 774  | 1 702 555  | 1 744 128  | 1 880 265  | 2 142 437  | 1 935 446  | 1 763 295  | 1 975 717  | 1 752 042  | 2 153 322  | 2.0  | 22.9                                   |
| + Gloucester/Cheltenham         | ..         | ..         | ..         | ..         | ..         | 9 012      | 7 563      | 8 441      | 8 035      | 10 496     | 11 479     | 4 548      | 7 337      | 15 282     | 17 774     | 6.8  | 16.3                                   |
| + Hawarden                      | 13 549     | 18 593     | 20 338     | 12 238     | 7 539      | 3 786      | 1 372      | 136        | ..         | ..         | ..         | ..         | ..         | 171        | 4 047      | —  | 2 266.7                                |
| + Humberside                    | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | 20 544     | 44 036   | 114.3                                  |
| + Inverness                     | 33 070     | 35 171     | 41 641     | 48 935     | 50 085     | 74 310     | 87 384     | 92 449     | 115 365    | 133 695    | 130 211    | 124 748    | 136 059    | 133 579    | 143 870    | 2.7  | 7.7                                    |
| + Islay                         | 15 303     | 17 064     | 19 628     | 17 784     | 15 588     | 16 053     | 14 552     | 14 496     | 15 754     | 17 950     | 16 093     | 11 314     | 11 367     | 10 451     | 11 492     | -5.8   | 10.0                                   |
| + Isle of Man                   | 319 641    | 333 154    | 407 116    | 400 923    | 378 376    | 359 377    | 380 777    | 390 993    | 436 751    | 464 862    | 430 436    | 394 103    | 344 795    | 327 571    | 345 769    | -6.0   | 5.6                                    |
| + Isles of Scilly               | 17 746     | 56 543     | 55 291     | 57 311     | 59 125     | 60 519     | 61 012     | 61 217     | 68 079     | 73 428     | 77 006     | 88 882     | 91 762     | 92 612     | 96 432     | 5.0  | 4.1                                    |
| + Kirkwall                      | 42 038     | 46 501     | 53 956     | 61 604     | 59 139     | 70 674     | 65 056     | 64 093     | 68 938     | 75 013     | 84 344     | 91 938     | 96 323     | 99 854     | 103 232    | 5.0  | 3.4                                    |
| + Leeds/Bradford                | 197 485    | 247 519    | 271 550    | 297 139    | 288 148    | 278 211    | 253 711    | 251 463    | 259 619    | 280 092    | 283 049    | 277 690    | 286 525    | 282 412    | 331 548    | 3.4  | 17.4                                   |
| + Liverpool                     | 353 161    | 413 894    | 450 844    | 450 430    | 427 472    | 379 012    | 421 257    | 496 507    | 512 751    | 555 885    | 499 494    | 437 032    | 355 202    | 272 760    | 287 029    | -14.6  | 5.2                                    |
| + Lydd                          | 155 527    | 131 009    | 169 460    | 129 608    | 102 778    | 71 045     | 46 491     | 3 252      | 4 996      | 1 576      | 12 115     | 90 166     | 68 919     | 85 449     | 74 522     | 43.0   | -12.8                                  |
| + Manchester                    | 1 245 700  | 1 344 321  | 1 398 100  | 1 403 072  | 1 459 773  | 1 549 105  | 1 777 976  | 2 082 132  | 2 350 656  | 2 574 214  | 2 321 630  | 2 579 288  | 2 759 691  | 2 791 394  | 3 408 206  | 8.8  | 22.1                                   |
| + Manston                       | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | 8 306      | 6 381      | 4 624      | 5 373      | 2 616      | 3 634      | 1 877      | -19.7  | -48.3                                  |
| + Newcastle                     | 225 908    | 247 080    | 267 886    | 335 629    | 324 411    | 363 653    | 384 416    | 432 640    | 518 224    | 619 595    | 581 442    | 605 213    | 645 988    | 629 540    | 759 508    | 5.9  | 20.6                                   |
| + Norwich                       | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | ..         | 64 737     | 93 906     | 119 742    | 135 866    | 167 928    | 165 304    | 15.9   | -1.6                                   |
| + Penzance Heliport             | 11 768     | 54 967     | 55 011     | 57 286     | 59 125     | 59 018     | 58 481     | 60 487     | 65 789     | 69 022     | 72 837     | 83 475     | 86 865     | 87 081     | 91 697     | 5.2  | 5.3                                    |
| + Prestwick                     | 225 699    | 294 295    | 311 765    | 294 709    | 362 006    | 312 057    | 335 131    | 323 090    | 451 554    | 386 478    | 343 260    | 395 040    | 397 865    | 385 969    | 362 664    | 0.9  | -6.0                                   |
| + Southampton                   | 64 176     | 66 522     | 263 728    | 283 906    | 231 301    | 227 027    | 243 545    | 255 246    | 287 496    | 308 479    | 308 844    | 318 689    | 283 174    | 291 217    | 281 741    | -2.7   | -3.3                                   |
| + Stornoway                     | 30 294     | 31 075     | 36 167     | 34 355     | 31 839     | 38 136     | 40 925     | 41 522     | 45 792     | 46 319     | 43 803     | 47 390     | 48 698     | 46 669     | 54 518     | 4.3  | 16.8                                   |
| + Sumburgh                      | 17 759     | 19 934     | 23 765     | 24 652     | 23 493     | 26 033     | 32 145     | 43 260     | 58 879     | 73 360     | 149 249    | 176 840    | 243 230    | 393 871    | 669 037    | —  | 69.9                                   |
| + Swansea                       | ..         | ..         | 1 162      | 9 532      | 2 510      | 1 286      | 682        | 736        | 1 890      | 2 352      | 5 501      | 3 820      | 4 529      | 5 769      | 1 331      | -21.5  | -76.9                                  |
| + Teesside                      | 1 289      | 52 222     | 73 124     | 38 305     | 72 729     | 80 697     | 114 418    | 127 809    | 152 738    | 188 895    | 187 253    | 170 208    | 201 336    | 214 310    | 296 587    | 12.2   | 38.4                                   |
| + Tiree                         | 4 056      | 3 953      | 4 403      | 4 221      | 3 900      | 3 979      | 4 011      | 4 329      | 4 187      | 4 335      | 4 053      | 2 942      | 2 847      | 3 083      | 3 634      | -1.7   | 17.9                                   |
| + Wick                          | 23 714     | 23 303     | 24 049     | 29 697     | 27 912     | 28 429     | 30 379     | 30 361     | 31 688     | 33 140     | 32 816     | 28 604     | 26 069     | 28 754     | 32 265     | -0.3   | 12.2                                   |
| TOTAL (Incl London Area)        | 17 587 646 | 19 887 649 | 22 516 381 | 23 936 581 | 24 831 915 | 27 821 608 | 31 396 885 | 34 759 608 | 38 943 074 | 42 981 735 | 40 011 555 | 41 845 788 | 44 665 768 | 45 927 227 | 52 160 458 | 6.4  | 13.6                                   |
| <b>Channel Islands Airports</b> |            |            |            |            |            |            |            |            |            |            |            |            |            |            |            |  |  |
| Alderney                        | 23 139     | 26 795     | 30 373     | 28 856     | 39 971     | 46 155     | 47 266     | 54 388     | 61 171     | 68 717     | 62 596     | 69 990     | 70 945     | 69 663     | 69 508     | 2.1  | -0.2                                   |
| Guernsey                        | 307 515    | 327 078    | 379 180    | 388 603    | 379 701    | 395 758    | 390 324    | 400 101    | 435 587    | 488 929    | 470 390    | 525 254    | 510 203    | 500 143    | 524 604    | 1.7  | 4.9                                    |
| Jersey                          | 889 742    | 939 102    | 1 050 389  | 1 088 045  | 1 042 497  | 1 077 682  | 1 122 587  | 1 196 398  | 1 311 809  | 1 439 412  | 1 428 528  | 1 417 543  | 1 368 936  | 1 387 532  | 1 396 660  | -0.7   | 0.7                                    |
| TOTAL (Channel Is. Airports)    | 1 220 396  | 1 292 975  | 1 459 942  | 1 505 504  | 1 462 169  | 1 519 595  | 1 560 177  | 1 650 887  | 1 808 567  | 1 997 058  | 1 961 514  | 2 012 787  | 1 950 084  | 1 957 338  | 1 990 772  | —  | 1.7                                    |

xx Not supplied

Sumburgh now included, totals amended  
w/ 8/2/80.

## Cargo 1964 to 1978

Table 3.8

| Tonnes                        |           |           |           |           |           |           |           |           |           |           |           |           |           |           | Mean<br>percentage<br>change for<br>last 5 years | Percentage<br>change on<br>last 1 year |
|-------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--|--|
| London Area Airports          | 1964      | 1965      | 1966      | 1967      | 1968      | 1969      | 1970      | 1971      | 1972      | 1973      | 1974      | 1975      | 1976      | 1977      | 1978   |  |
| + Gatwick                     | 12 014.9  | 12 679.6  | 16 995.5  | 17 275.1  | 20 783.6  | 26 301.4  | 30 831.1  | 35 539.6  | 41 858.4  | 46 314.3  | 54 750.3  | 73 909.5  | 79 728.2  | 95 158.3  | 109 322.3  | 17.9                                   |
| + Heathrow                    | 153 102.8 | 191 182.7 | 231 041.4 | 249 813.5 | 291 477.7 | 343 349.8 | 335 670.1 | 328 909.0 | 402 153.8 | 453 769.0 | 466 104.3 | 402 075.8 | 414 606.4 | 437 700.5 | 460 196.8  | 0.6                                    |
| + Luton                       | 314.0     | 254.9     | 720.4     | 832.3     | 912.4     | 876.4     | 1 864.5   | 1 750.0   | 3 330.9   | 2 634.2   | 2 701.9   | 1 776.8   | 3 336.9   | 6 029.1   | 6 249.2  | 33.6                                   |
| + Southend                    | 64 404.7  | 60 444.8  | 62 624.8  | 49 904.9  | 46 162.1  | 39 882.6  | 39 436.3  | 35 386.0  | 29 789.3  | 25 134.1  | 20 821.0  | 15 753.0  | 12 732.0  | 6 353.0   | 8 059.0  | -24.5                                  |
| + Stansted                    | 156.3     | 231.8     | 205.9     | 595.4     | 2 511.6   | 5 759.3   | 9 961.3   | 8 433.0   | 14 141.3  | 12 862.0  | 16 558.8  | 19 691.5  | 20 806.7  | 27 424.1  | 27 885.8   | 14.7                                   |
| TOTAL (London Area)           | 229 992.7 | 264 793.8 | 311 588.0 | 318 421.2 | 361 847.4 | 416 169.5 | 417 763.3 | 410 017.6 | 491 273.7 | 540 713.6 | 560 936.3 | 513 206.6 | 531 210.2 | 572 665.0 | 611 713.1  | 2.9                                    |
| Westland Heliport (Battersea) | —         | 154.3     | 0.2       | —         | —         | 0.2       | —         | —         | —         | —         | —         | —         | —         | —         | —  | —                                      |
| Other UK Airports             |           |           |           |           |           |           |           |           |           |           |           |           |           |           |  |  |
| + Aberdeen                    | 298.1     | 286.0     | 393.0     | 441.8     | 446.0     | 368.9     | 502.4     | 665.2     | 914.9     | 1 021.2   | 2 666.3   | 3 701.0   | 5 409.3   | 5 869.6   | 6 388.0  | 24.7                                   |
| + Belfast                     | 8 259.9   | 11 709.0  | 26 377.2  | 20 413.4  | 24 766.7  | 24 970.4  | 22 593.8  | 17 178.2  | 22 193.4  | 17 410.9  | 17 620.8  | 11 159.4  | 12 349.3  | 12 289.0  | 13 672.3   | -4.0                                   |
| + Benbecula                   | 193.0     | 165.5     | 125.6     | 130.9     | 163.1     | 117.7     | 121.7     | 146.6     | 206.8     | 218.3     | 291.5     | 249.8     | 228.1     | 177.9     | 189.3  | -11.3                                  |
| + Birmingham                  | 2 293.2   | 2 718.1   | 4 061.4   | 4 175.8   | 4 928.6   | 5 067.6   | 5 563.2   | 4 915.0   | 4 301.5   | 3 511.2   | 3 212.7   | 2 800.7   | 2 629.3   | 3 220.6   | 3 174.7  | 1.2                                    |
| + Blackpool                   | 2 327.9   | 2 110.3   | 2 278.6   | 713.3     | 731.8     | 700.9     | 791.2     | 566.1     | 744.4     | 731.8     | 764.4     | 581.2     | 676.7     | 1 273.5   | 4 003.0  | 50.6                                   |
| + Bournemouth                 | 16 123.3  | 14 645.9  | 2 112.4   | 185.4     | 428.7     | 439.2     | 599.3     | 783.6     | 4 151.4   | 2 730.4   | 5 100.3   | 4 559.6   | 6 098.6   | 8 876.8   | 9 359.8  | 20.7                                   |
| + Bristol                     | 2 718.1   | 2 709.6   | 4 017.8   | 1 788.3   | 1 191.8   | 759.7     | 991.0     | 846.9     | 1 018.6   | 819.8     | 730.1     | 578.1     | 494.5     | 561.7     | 511.2  | -7.1                                   |
| + Cambridge                   | 654.1     | 924.9     | 997.7     | 949.2     | 799.2     | 553.2     | 1 157.0   | 1 052.2   | 1 082.4   | 1 450.1   | 910.2     | 695.8     | 787.9     | 747.0     | 599.6  | -7.4                                   |
| + Cardiff                     | 198.8     | 263.4     | 439.5     | 331.4     | 281.5     | 722.9     | 280.0     | 176.3     | 272.0     | 290.1     | 242.5     | 213.3     | 419.0     | 334.7     | 243.3  | 4.7                                    |
| + Coventry                    | —         | —         | 1 466.2   | 131.2     | 154.7     | 73.3      | 102.3     | 283.5     | 2 306.2   | 1 421.4   | 68.3      | 61.2      | 111.1     | 82.6      | 23.2   | -17.0                                  |
| + East Midlands               | —         | 389.0     | 1 763.7   | 2 061.0   | 2 584.0   | 1 743.4   | 2 044.5   | 1 493.7   | 4 823.9   | 6 533.4   | 8 016.4   | 7 213.7   | 7 653.2   | 5 057.1   | 6 576.6  | -7.2                                   |
| + Edinburgh                   | 1 015.2   | 1 302.2   | 1 849.4   | 2 362.2   | 3 345.1   | 3 147.1   | 2 258.4   | 1 996.1   | 3 183.2   | 3 932.4   | 3 496.2   | 2 717.5   | 1 830.6   | 1 320.4   | 1 275.2  | -24.0                                  |
| + Exeter                      | —         | —         | —         | —         | —         | —         | —         | —         | —         | 215.7     | 541.8     | 385.0     | 390.4     | 412.2     | 496.0  | -1.1                                   |
| + Glasgow                     | 6 062.2   | 7 740.9   | 11 033.0  | 11 497.3  | 13 409.5  | 16 767.8  | 16 045.8  | 15 253.6  | 16 924.5  | 21 973.9  | 24 202.2  | 15 468.5  | 17 220.3  | 16 964.3  | 16 707.8   | -6.3                                   |
| Gloucester/Cheltenham         | —         | —         | —         | —         | —         | —         | —         | 3.5       | 0.1       | 0.7       | —         | —         | —         | —         | —  | —                                      |
| Hawarden                      | 15.3      | 169.2     | 203.1     | 186.8     | 195.2     | 4.2       | 1.5       | —         | —         | —         | —         | —         | —         | —         | —  | —                                      |
| Humberside                    | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | 30.9   | -17.7                                  |
| Inverness                     | 210.4     | 224.5     | 242.5     | 213.3     | 252.9     | 341.7     | 455.7     | 451.3     | 437.7     | 465.0     | 329.8     | 247.0     | 324.4     | 384.0     | 356.6  | 35.7                                   |
| + Isle of Man                 | 93.3      | 77.1      | 139.3     | 111.1     | 126.3     | 125.4     | 134.3     | 178.9     | 166.0     | 93.2      | 78.7      | 53.8      | 44.6      | 78.0      | 115.8  | 12.1                                   |
| + Isles of Scilly             | 2 163.0   | 2 473.7   | 4 302.3   | 3 723.2   | 4 038.0   | 3 593.9   | 3 253.0   | 3 377.5   | 4 092.4   | 4 286.5   | 3 672.6   | 3 019.2   | 2 857.6   | 2 597.3   | 2 518.3  | -8.7                                   |
| + Kirkwall                    | 35.4      | 55.2      | 50.5      | 130.0     | 166.6     | 135.7     | 206.5     | 190.3     | 197.9     | 217.6     | 161.3     | 110.8     | 97.4      | 90.4      | 103.0  | -10.4                                  |
| + Leeds/Bradford              | 594.8     | 555.9     | 508.3     | 487.5     | 483.4     | 487.8     | 451.9     | 507.4     | 571.3     | 438.5     | 507.4     | 510.0     | 557.3     | 553.9     | 550.3  | 2.5                                    |
| + Liverpool                   | 971.8     | 1 179.3   | 1 709.0   | 1 921.1   | 2 294.1   | 2 123.1   | 1 480.6   | 1 099.1   | 1 055.7   | 846.9     | 815.3     | 619.4     | 519.5     | 371.2     | 323.7  | -21.0                                  |
| + Lydd                        | 8 028.1   | 8 593.8   | 16 681.1  | 14 521.1  | 16 496.0  | 15 462.9  | 17 785.9  | 14 225.0  | 15 547.3  | 16 309.2  | 14 746.0  | 11 306.6  | 12 521.2  | 9 251.2   | 7 909.7  | -13.5                                  |
| + Manchester                  | 94 125.3  | 64 984.4  | 69 833.3  | 50 526.7  | 34 380.9  | 28 996.6  | 19 325.5  | 16.2      | 48.1      | 78.6      | 796.9     | 3 348.7   | 3 830.2   | 4 108.2   | 4 000.8  | 40.9                                   |
| + Manston                     | 15 990.5  | 20 665.5  | 29 976.3  | 30 517.5  | 34 482.3  | 38 011.0  | 42 308.6  | 36 855.2  | 42 227.0  | 42 477.7  | 43 441.9  | 34 527.2  | 32 823.9  | 34 200.5  | 30 870.7   | -6.7                                   |
| + Newcastle                   | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —  | —                                      |
| + Norwich                     | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —         | —  | —                                      |
| Penzance Heliport             | 17.6      | 55.5      | 49.6      | 130.0     | 166.6     | 135.7     | 200.1     | 190.3     | 197.2     | 216.5     | 160.5     | 110.8     | 97.4      | 90.4      | 107.2  | -9.6                                   |
| + Prestwick                   | 4 365.9   | 6 669.0   | 9 282.3   | 9 250.4   | 12 401.6  | 17 911.8  | 15 279.3  | 11 685.5  | 14 879.8  | 16 682.4  | 14 462.0  | 12 666.8  | 12 828.1  | 17 280.4  | 18 791.9   | 8.7                                    |
| + Southampton                 | 55.1      | 61.9      | 12 615.8  | 10 187.9  | 912.8     | 1 200.6   | 1 499.2   | 1 479.8   | 1 705.6   | 1 108.7   | 962.4     | 1 483.2   | 1 397.9   | 1 755.8   | 2 843.5  | 26.3                                   |
| + Stornoway                   | 285.1     | 255.6     | 285.0     | 154.9     | 146.9     | 238.4     | 743.6     | 450.3     | 452.6     | 467.6     | 494.5     | 403.8     | 425.2     | 405.8     | 424.5  | -2.3                                   |
| + Sumburgh                    | 202.8     | 185.4     | 232.7     | 212.1     | 243.3     | 261.6     | 303.2     | 440.0     | 517.8     | 464.0     | 1 054.0   | 1 210.1   | 1 588.7   | 1 870.5   | 2 051.0  | —                                      |
| + Swansea                     | —         | —         | 1.3       | 53.0      | 14.2      | —         | —         | 1.0       | —         | 1.9       | 10.3      | 0.1       | 18.4      | 17.5      | —  | 5.7                                    |
| + Teesside                    | 7.9       | 248.9     | 623.2     | 411.7     | 376.7     | 215.5     | 236.6     | 148.4     | 375.8     | 477.5     | 419.5     | 351.4     | 281.0     | 458.9     | 383.6  | 0.9                                    |
| + Tiree                       | 11.0      | 9.2       | 12.4      | 11.0      | 9.6       | 11.6      | 12.4      | 12.6      | 15.9      | 19.8      | 17.0      | 11.2      | 12.5      | 12.8      | 13.7   | -2.9                                   |
| + Wick                        | 64.5      | 58.9      | 60.3      | 69.1      | 72.2      | 78.6      | 81.1      | 80.2      | 138.3     | 103.9     | 104.7     | 86.0      | 85.9      | 75.0      | 129.6  | 2.9                                    |
| TOTAL (Incl London Area)      | 398 787.2 | 418 057.1 | 517 150.9 | 488 396.9 | 524 459.5 | 583 133.7 | 576 725.6 | 528 245.1 | 643 958.4 | 694 961.0 | 717 003.6 | 637 700.6 | 659 356.5 | 704 849.4 | 746 102.9  | 1.7                                    |
| Channel Islands Airports      |           |           |           |           |           |           |           |           |           |           |           |           |           |           |  |  |
| Alderney                      | 99.8      | 88.3      | 86.1      | 116.3     | 146.1     | 181.7     | 136.7     | 197.6     | 294.6     | 284.9     | 222.8     | 264.4     | 260.5     | 281.7     | 318.9  | 8.1                                    |
| + Guernsey                    | 5 535.6   | 6 118.4   | 6 830.4   | 5 588.5   | 4 400.4   | 4 372.7   | 4 226.8   | 4 419.0   | 11 934.7  | 10 071.3  | 9 598.2   | 9 016.9   | 9 011.9   | 8 882.0   | 9 029.4  | -1.4                                   |
| + Jersey                      | 8 363.3   | 9 922.8   | 12 837.4  | 11 171.2  | 8 915.3   | 8 967.4   | 8 755.7   | 8 579.8   | 14 224.7  | 15 377.8  | 12 728.0  | 10 662.1  | 10 881.0  | 10 045.9  | 9 378.0  | -6.6                                   |
| TOTAL (Channel Is Airports)   | 13 998.7  | 16 129.5  | 19 753.9  | 16 876.0  | 13 461.8  | 13 521.8  | 13 119.2  | 13 196.4  | 26 454.0  | 25 734.0  | 22 549.0  | 19 943.4  | 20 153.4  | 19 209.6  | 18 726.3   | -4.0                                   |

Note:—The above figures represent the weight of cargo picked up and set down.

xx Not supplied

Sumburgh was included manve figures indicated new totals  
 Humberside not included for 1978 (should have been) w.p.  
 error.  
 w/ 8/2/80.

Table 3.9

# UK Passenger Movement by Air<sup>(a)</sup> for 1969 - 1978

## Analysis by Countries of Landing and of Embarkation

### Comparison with a Year Earlier

| European continent and Mediterranean Sea area |             |                                 |               |              |                     |                          |                       |                       |   |                        |                        |                         | Soviet Union and Eastern Europe (d) |                       |                   |                  |                  |       |  |  |  |  |
|---|-------------|---------------------------------|---------------|--------------|---------------------|--------------------------|-----------------------|-----------------------|---|------------------------|------------------------|-------------------------|-------------------------------------|-----------------------|-------------------|------------------|------------------|-------|--|--|--|--|
|   | 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)          | Spain (000)                         | Sweden (000)          | Switzerland (000) | Yugoslavia (000) | Others (e) (000) |       |  |  |  |  |
| 1969  | 13 064      | 732                             | 336           | 2 160        | 1 404               | 228                      | 1 128                 | 355                   | 1 164   | 145                    | 168                    | 216                     | 188                                 | 3 060                 | 156               | 876              | 132              | 616   |  |  |  |  |
| 1970  | 15 288      | 818                             | 383           | 2 365        | 1 874               | 289                      | 1 430                 | 427                   | 1 306   | 154                    | 189                    | 295                     | 204                                 | 3 472                 | 184               | 1 053            | 192              | 653   |  |  |  |  |
| 1971  | 17 965      | 831                             | 425           | 2 499        | 2 033               | 481                      | 1 669                 | 535                   | 1 435   | 177                    | 209                    | 385                     | 230                                 | 4 726                 | 188               | 1 105            | 291              | 746   |  |  |  |  |
| 1972  | 20 417      | 832                             | 447           | 2 805        | 2 438               | 625                      | 1 900                 | 594                   | 1 508   | 406                    | 244                    | 483                     | 284                                 | 5 493                 | 236               | 1 130            | 291              | 701   |  |  |  |  |
| 1973  | 22 450      | 934                             | 474           | 2 928        | 2 525               | 747                      | 2 032                 | 718                   | 1 734   | 440                    | 279                    | 578                     | 334                                 | 5 974                 | 275               | 1 181            | 394              | 903   |  |  |  |  |
| 1974  | 19 759      | 859                             | 479           | 2 678        | 2 247               | 543                      | 1 771                 | 794                   | 1 619   | 313                    | 275                    | 429                     | 347                                 | 4 842                 | 281               | 1 032            | 323              | 927   |  |  |  |  |
| 1975  | 20 981      | 788                             | 486           | 2 740        | 2 277               | 691                      | 1 860                 | 975                   | 1 634   | 353                    | 351                    | 309                     | 410                                 | 5 298                 | 336               | 1 093            | 410              | 970   |  |  |  |  |
| 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            | 414              | 1 054 |  |  |  |  |
| 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            | 285              | 1 151 |  |  |  |  |
| 1978  | 25 948      | 874                             | 621           | 3 026        | 2 882               | 1 162                    | 2 279                 | 1 876                 | 1 994   | 509                    | 564                    | 474                     | 418                                 | 5 553                 | 524               | 1 372            | 428              | 1 394 |  |  |  |  |
|   |             |                                 |               |              |                     |                          |                       |                       |   |                        |                        |                         |                                     |                       |                   |                  |                  |       |  |  |  |  |
| Rest of World                                 |             | Australia and New Zealand (000) |               | Canada (000) | Caribbean (f) (000) | Central Africa (g) (000) | East Africa (h) (000) | Far East (i) (000)    | India, Pakistan, Bangladesh and Sri Lanka (000) | Japan (000)            | South Africa (k) (000) | South America (l) (000) | United States of America (000)      | West Africa (m) (000) | Others (000)      |                  |                  |       |  |  |  |  |
| 1969  | 3 941       | 92                              | 796           | 175          | 35                  | 122                      | 102                   | 161                   | 32  | 122                    | 53                     | 2 020                   | 74                                  | 157                   |                   |                  |                  |       |  |  |  |  |
| 1970  | 4 721       | 113                             | 904           | 160          | 40                  | 144                      | 129                   | 162                   | 45  | 155                    | 50                     | 2 511                   | 87                                  | 221                   |                   |                  |                  |       |  |  |  |  |
| 1971  | 5 210       | 108                             | 933           | 174          | 44                  | 156                      | 162                   | 141                   | 71  | 163                    | 54                     | 2 814                   | 91                                  | 299                   |                   |                  |                  |       |  |  |  |  |
| 1972  | 6 157       | 146                             | 1 102         | 222          | 49                  | 190                      | 302                   | 169                   | 80  | 179                    | 67                     | 3 203                   | 94                                  | 354                   |                   |                  |                  |       |  |  |  |  |
| 1973  | 6 735       | 207                             | 1 289         | 246          | 53                  | 171                      | 336                   | 227                   | 114   | 198                    | 75                     | 3 320                   | 117                                 | 382                   |                   |                  |                  |       |  |  |  |  |
| 1974  | 6 628       | 257                             | 1 303         | 259          | 59                  | 162                      | 344                   | 278                   | 126   | 248                    | 62                     | 2 926                   | 135                                 | 469                   |                   |                  |                  |       |  |  |  |  |
| 1975  | 7 235       | 328                             | 1 407         | 276          | 71                  | 189                      | 382                   | 346                   | 181   | 307                    | 89                     | 2 939                   | 173                                 | 547                   |                   |                  |                  |       |  |  |  |  |
| 1976  | 8 271       | 374                             | 1 448         | 297          | 69                  | 218                      | 465                   | 388                   | 171   | 342                    | 89                     | 3 518                   | 221                                 | 671                   |                   |                  |                  |       |  |  |  |  |
| 1977  | 9 168       | 385                             | 1 510         | 282          | 71                  | 200                      | 493                   | 432                   | 200   | 324                    | 99                     | 4 091                   | 340                                 | 740                   |                   |                  |                  |       |  |  |  |  |
| 1978  | 10 609      | 429                             | 1 505         | 303          | 69                  | 224                      | 549                   | 480                   | 216   | 344                    | 120                    | 5 128                   | 370                                 | 872                   |                   |                  |                  |       |  |  |  |  |

The above figures are derived from airport statistics.

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

The following countries are included in the groups below: —

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

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

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

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

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

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

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

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

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

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

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

# Aircraft Movements 1978

Table 3.10

|                                 | Commercial Movements |               |                |                           |               |                   | Non-commercial Movements                 |           |         |          |          |
|---------------------------------|----------------------|---------------|----------------|---------------------------|---------------|-------------------|--|-----------|---------|----------|----------|
|                                 | Total                | Air transport | Local pleasure | Empty charter positioning | Other flights | Test and training | Other flights by air transport operators | Aero club | Private | Official | Military |
| <b>London Area Airports</b>     |                      |               |                |                           |               |                   |  |           |         |          |          |
| + Gatwick                       | 125 876              | 99 007        | 5              | 8 085                     | 1             | 3 193             | 356                                      | 6         | 14 584  | 2        | 637      |
| + Heathrow                      | 292 055              | 268 800       | —              | 185                       | —             | 642               | 4 098                                    | 3         | 17 435  | 163      | 729      |
| + Luton                         | 58 741               | 20 417        | 12             | 3 892                     | 168           | 4 222             | 308                                      | 9 779     | 19 658  | 1        | 284      |
| + Southend                      | 65 846               | 15 077        | —              | 1                         | —             | 2 883             | —  | 29 478    | 18 184  | 119      | 104      |
| + Stansted                      | 31 421               | 4 399         | —              | 1 158                     | 5             | 13 607            | 70                                       | 443       | 10 748  | 917      | 74       |
| TOTAL (London Area)             | 573 939              | 407 700       | 17             | 13 321                    | 174           | 24 547            | 4 832                                    | 39 709    | 80 609  | 1 202    | 1 828    |
| Westland Heliport (Battersea)   | 9 558                | 2 768         | 408            | 2 746                     | —             | —                 | —  | —         | 2 166   | —        | 1 470    |
| <b>Other UK Airports</b>        |                      |               |                |                           |               |                   |  |           |         |          |          |
| + Aberdeen                      | 96 654               | 57 405        | —              | 10 317                    | —             | 12 659            | 231                                      | 14 567    | 1 130   | 11       | 334      |
| + Belfast                       | 72 997               | 23 081        | —              | 1 306                     | 1 170         | 294               | —  | 14 222    | 5 363   | —        | 27 561   |
| + Benbecula                     | 3 411                | 2 514         | —              | 4                         | 151           | 7                 | 187                                      | 8         | 159     | —        | 381      |
| + Birmingham                    | 70 956               | 27 666        | 348            | 881                       | 99            | 1 320             | 530                                      | 26 907    | 12 852  | 32       | 321      |
| + Blackpool                     | 87 385               | 5 660         | 2 548          | 1 133                     | 672           | 9 733             | 11                                       | 56 433    | 10 649  | 10       | 536      |
| + Bournemouth                   | 59 370               | 7 390         | 839            | 918                       | 2             | 9 595             | 2  | 25 014    | 14 826  | 71       | 713      |
| + Bristol                       | 27 630               | 6 496         | 147            | 665                       | 8             | 178               | 94                                       | 13 374    | 6 505   | 16       | 147      |
| + Cambridge                     | 46 097               | 948           | —              | 382                       | 131           | 3 769             | 45                                       | 19 284    | 4 899   | 1        | 16 638   |
| + Cardiff                       | 36 370               | 8 161         | —              | 737                       | 2             | 1 667             | —  | 22 573    | 3 062   | 14       | 154      |
| + Coventry                      | 56 478               | 673           | 455            | 344                       | 2             | 3 872             | 336                                      | 42 161    | 8 473   | 45       | 117      |
| + East Midlands                 | 52 870               | 12 483        | 121            | 2 133                     | 127           | 5 720             | 545                                      | 18 319    | 12 768  | 74       | 580      |
| + Edinburgh                     | 62 211               | 21 761        | —              | 351                       | —             | 1 754             | 640                                      | 15 192    | 8 663   | 78       | 13 772   |
| + Exeter                        | 38 595               | 4 669         | —              | 107                       | 1 700         | 1 008             | 124                                      | 18 041    | 7 917   | 1        | 5 028    |
| + Glasgow                       | 80 274               | 44 529        | —              | 1 462                     | 1             | 1 299             | 1 409                                    | 13 510    | 11 011  | 63       | 6 990    |
| + Gloucester/Cheltenham         | 37 929               | 1 127         | 68             | —                         | 1 306         | 8 226             | —  | 19 771    | 6 815   | —        | 616      |
| + Hawarden                      | 16 803               | 929           | —              | —                         | —             | 776               | —  | 12 908    | 1 985   | —        | 205      |
| + Humberside                    | 22 342               | 5 438         | 160            | 948                       | 1 380         | 1 665             | 129                                      | 10 240    | 2 358   | —        | 24       |
| + Inverness                     | 27 856               | 8 030         | 16             | 195                       | 3 951         | 6 890             | 23                                       | 7 419     | 1 050   | 18       | 264      |
| + Islay                         | 2 218                | 1 476         | —              | 36                        | 394           | 8                 | —  | 10        | 284     | 6        | 4        |
| + Isle of Man                   | 29 351               | 10 191        | 18             | 1 287                     | 2 381         | 7 072             | 17                                       | 6 755     | 1 172   | 34       | 424      |
| + Isles of Scilly               | 4 964                | 4 360         | —              | 23                        | 117           | 38                | —  | —         | 330     | —        | 96       |
| + Kirkwall                      | 15 335               | 11 146        | —              | 1 098                     | 696           | 96                | 132                                      | 1 093     | 511     | 19       | 544      |
| + Leeds/Bradford                | 47 874               | 10 732        | 148            | 325                       | 656           | 1 455             | 481                                      | 2 3589    | 10 240  | 74       | 174      |
| + Liverpool                     | 58 377               | 10 047        | 89             | 2 046                     | 348           | 1 954             | 163                                      | 32 546    | 10 392  | 68       | 724      |
| + Lydd                          | 38 892               | 4 137         | —              | —                         | 60            | 560               | 8  | 21 514    | 11 629  | 8        | 976      |
| + Manchester                    | 77 667               | 50 969        | 183            | 3 652                     | 215           | 991               | 2 902                                    | 10 915    | 7 476   | 32       | 332      |
| + Manston                       | 2 104                | 580           | —              | 24                        | 774           | 126               | —  | —         | 600     | —        | —        |
| + Newcastle                     | 37 379               | 16 928        | 643            | 570                       | 1 963         | 1 582             | 152                                      | 9 848     | 5 207   | 8        | 478      |
| + Norwich                       | 28 940               | 10 895        | 24             | 500                       | 996           | 8 971             | 2 609                                    | 4         | 4 864   | 4        | 73       |
| + Penzance Heliport             | 4 156                | 3 836         | —              | 2                         | 127           | 130               | 35                                       | —         | 22      | —        | 4        |
| + Prestwick                     | 40 209               | 8 185         | —              | 274                       | —             | 13 195            | 258                                      | 9 928     | 3 036   | —        | 5 333    |
| + Southampton                   | 49 363               | 11 598        | 5              | 731                       | 339           | 27 742            | 220                                      | 2 429     | 6 121   | 26       | 152      |
| + Stornoway                     | 4 951                | 3 441         | —              | 322                       | 117           | 22                | 63                                       | 466       | 127     | 48       | 345      |
| + Sumburgh                      | 4 783                | 3 506         | —              | 569                       | 316           | 3 557             | 4  | 50        | 78      | 7        | 207      |
| + Swansea                       | 2 378                | 317           | —              | 58                        | 135           | 104               | 12                                       | 792       | 912     | 2        | 46       |
| + Tees-side                     | 50 404               | 13 607        | 336            | 1 824                     | 272           | 5 299             | 242                                      | 19 611    | 6765    | 25       | 2 423    |
| + Tiree                         | 761                  | 709           | —              | 6                         | —             | —                 | —  | 10        | 24      | —        | 12       |
| + Wick                          | 6 422                | 4 817         | 2              | 204                       | 31            | 12                | 64                                       | 988       | 105     | 3        | 196      |
| TOTAL (Incl. London Area)       | 1 981 470            | 827 399       | 6 575          | 50 932                    | 20 497        | 164 336           | 16 496                                   | 530 150   | 273 077 | 1 993    | 90 015   |
| <b>Channel Islands Airports</b> |                      |               |                |                           |               |                   |  |           |         |          |          |
| Alderney                        | 8 895                | 8 895         | —              | —                         | —             | —                 | —  | —         | —       | —        | —        |
| Guernsey                        | 33 907               | 33 907        | —              | —                         | —             | —                 | —  | —         | 12 765  | —        | 312      |
| Jersey                          | 66 220               | 53 143        | —              | —                         | —             | —                 | —  | —         | 12 765  | —        | 312      |
| TOTAL (Channel Is. Airports)    | 109 022              | 95 945        | —              | —                         | —             | —                 | —  | —         | —       | —        | —        |

xx NOT SUPPLIED

Sumburgh figures now inserted totals amended. mP 6/2/80



Table 3.11

# Air Transport Movements by Type and Nationality of Operator 1978

|                                  | Total   | Scheduled Services |         |                    | Charter Flights |         |                    |
|----------------------------------|---------|--------------------|---------|--------------------|-----------------|---------|--------------------|
|                                  |         | UK operators       |         | Overseas operators | UK operators    |         | Overseas operators |
|                                  |         | British Airways    | Others  |                    | British Airways | Others  |                    |
| London Area Airports             |         |                    |         |                    |                 |         |                    |
| + Gatwick                        | 99 007  | 2 664              | 43 268  | 3 866              | 5 123           | 34 800  | 9 286              |
| + Heathrow                       | 268 800 | 127 215            | 14 366  | 126 280            | 392             | 142     | 405                |
| + Luton                          | 20 417  | —                  | 306     | 22                 | 12              | 17 129  | 2 948              |
| + Southend                       | 15 077  | —                  | 9 906   | —                  | —               | 5 016   | 155                |
| + Stansted                       | 4 399   | 46                 | 112     | 31                 | 16              | 1 240   | 2 954              |
| TOTAL (London Area)              | 407 700 | 129 925            | 67 958  | 130 199            | 5 543           | 58 327  | 15 748             |
| Westland Heliport (Battersea)    | 2 768   | —                  | —       | —                  | 8               | 2 760   | —                  |
| Other UK Airports                |         |                    |         |                    |                 |         |                    |
| + Aberdeen                       | 57 405  | 10 416             | 6 166   | 1                  | 8 112           | 31 458  | 1 252              |
| + Belfast                        | 23 081  | 14 729             | 5 969   | 426                | —               | 1 509   | 448                |
| Benbecula                        | 2 514   | 620                | 1 894   | —                  | —               | —       | —                  |
| + Birmingham                     | 27 666  | 9 711              | 9 926   | 1 906              | 93              | 5 151   | 879                |
| + Blackpool                      | 5 660   | —                  | 3 739   | —                  | —               | 1 900   | 21                 |
| + Bournemouth                    | 7 390   | 42                 | 6 323   | 11                 | 1               | 957     | 56                 |
| Bristol                          | 6 496   | 2 462              | 1 728   | 426                | —               | 1 205   | 675                |
| + Cambridge                      | 948     | —                  | 299     | —                  | 6               | 424     | 219                |
| + Cardiff                        | 8 161   | 1 970              | 4 464   | 234                | 3               | 851     | 639                |
| + Coventry                       | 673     | 2                  | 25      | —                  | 2               | 578     | 66                 |
| + East Midlands                  | 12 483  | 26                 | 7 821   | 20                 | 13              | 4 307   | 296                |
| + Edinburgh                      | 21 761  | 10 091             | 9 422   | 558                | 32              | 1 278   | 380                |
| Exeter                           | 4 669   | —                  | 4 542   | —                  | —               | 48      | 79                 |
| + Glasgow                        | 44 529  | 17 603             | 11 756  | 4 429              | 363             | 9 553   | 825                |
| Gloucester/Cheltenham            | 1 127   | —                  | 745     | —                  | —               | 382     | —                  |
| Hawarden                         | 929     | —                  | 927     | —                  | —               | 2       | —                  |
| Humberside                       | 5 438   | —                  | 4 396   | —                  | —               | 971     | 71                 |
| Inverness                        | 8 030   | 3 577              | 2 294   | —                  | 472             | 1 546   | 141                |
| Islay                            | 1 476   | —                  | 1 170   | —                  | —               | 306     | —                  |
| + Isle of Man                    | 10 191  | 4 335              | 5 835   | —                  | 1               | 3       | 17                 |
| Isles of Scilly                  | 4 360   | 3 784              | 576     | —                  | —               | —       | —                  |
| + Kirkwall                       | 11 146  | 2 285              | 5 939   | —                  | 482             | 2 401   | 39                 |
| + Leeds/Bradford                 | 10 732  | 3 636              | 5 490   | 255                | —               | 1 272   | 79                 |
| + Liverpool                      | 10 047  | 4 665              | 1 325   | 556                | 9               | 3 100   | 392                |
| + Lydd                           | 4 137   | —                  | 4 086   | —                  | —               | 51      | —                  |
| + Manchester                     | 50 969  | 20 405             | 4 722   | 9704               | 707             | 13 408  | 2 023              |
| Manston                          | 580     | —                  | —       | —                  | —               | 455     | 125                |
| + Newcastle                      | 16 928  | 3 692              | 9 502   | 1                  | 120             | 2 622   | 991                |
| Norwich                          | 10 895  | —                  | 8 602   | —                  | 3               | 2 002   | 288                |
| Penzance Heliport                | 3 836   | 3 784              | —       | —                  | 52              | —       | —                  |
| + Prestwick                      | 8 185   | 4 107              | 213     | 1 959              | 46              | 537     | 1 323              |
| + Southampton                    | 11 598  | 1 346              | 9 345   | —                  | —               | 663     | 244                |
| Stornoway                        | 3 441   | 1 232              | 1 607   | 26                 | —               | 561     | 14                 |
| + Sumburgh                       | 35069   | 1777               | 636     | —                  | 9061            | 21443   | 1152               |
| Swansea                          | 317     | —                  | 261     | —                  | —               | 38      | 18                 |
| + Tees-side                      | 13 607  | 4                  | 7 320   | 2                  | 137             | 5 839   | 305                |
| Tiree                            | 709     | —                  | 625     | —                  | —               | 84      | —                  |
| Wick                             | 4 817   | 1 197              | 3 016   | —                  | 4               | 584     | 16                 |
| TOTAL (Incl. London Area)        | 827 399 | 255 647            | 220 028 | 150 713            | 16 209          | 157 133 | 27 669             |
|                                  | 862468  | 258424             | 220664  |                    | 25270           | 178576  | 28821              |
| Channel Islands Airports         |         |                    |         |                    |                 |         |                    |
| Alderney                         | 8 895   | —                  | 8 302   | —                  | —               | 593     | —                  |
| Guernsey                         | 33 907  | 2 265              | 26 609  | 1 184              | —               | 3 809   | 40                 |
| Jersey                           | 53 143  | 8 170              | 38 964  | 390                | 8               | 4 343   | 1 268              |
| TOTAL (Channel Islands Airports) | 95 945  | 10 435             | 73 875  | 1 574              | 8               | 8 745   | 1 308              |

xx NOT SUPPLIED

Sumburgh now included manve figures indicate  
new totals MP 1/2/80.

8 Air Transport Movement 1978  
Total Compared with One Year Earlier

Table 3.12

|                               | International                      |        |                                  |         | Domestic                           |       |                                  |         | Total<br>1978 | Total<br>1977         |         |                       |            | Percentage Change     |       |
|-------------------------------|------------------------------------|--------|----------------------------------|---------|------------------------------------|-------|----------------------------------|---------|---------------|-----------------------|---------|-----------------------|------------|-----------------------|-------|
|                               | Scheduled<br>Passenger<br>Aircraft | Cargo  | Charter<br>Passenger<br>Aircraft | Cargo   | Scheduled<br>Passenger<br>Aircraft | Cargo | Charter<br>Passenger<br>Aircraft | Cargo   |               | Passenger<br>Aircraft | Cargo   | Passenger<br>Aircraft | Cargo      | Passenger<br>Aircraft | Cargo |
| London Area Airports          |                                    |        |                                  |         |                                    |       |                                  |         |               |                       |         |                       |            |                       |       |
| + Gatwick                     | 25 277                             | 1 248  | 44 892                           | 3 058   | 21 406                             | 1 867 | 618                              | 641     | 92 193        | 6 814                 | 77 189  | 7 213                 | 19.4       | - 5.5                 |       |
| + Heathrow                    | 194 978                            | 14 466 | 683                              | 233     | 57 652                             | 765   | 21                               | 2       | 253 334       | 15 466                | 227 049 | 15 833                | 11.6       | - 2.3                 |       |
| + Luton                       | 32                                 | 12     | 19 018                           | 379     | 283                                | 2     | 499                              | 192     | 19 832        | 585                   | 20 173  | 562                   | - 1.7      | 4.1                   |       |
| + Southend                    | 9 169                              | —      | 2 352                            | —       | 737                                | —     | 2 819                            | —       | 15 077        | —                     | 14 630  | —                     | 3.1        | —                     |       |
| + Stansted                    | 59                                 | —      | 2 929                            | 1 177   | 130                                | —     | 37                               | 67      | 3 155         | 1 244                 | 3 058   | 1 186                 | 3.2        | 4.9                   |       |
| TOTAL (London Area)           | 229 515                            | 15 726 | 69 874                           | 4 847   | 80 208                             | 2 634 | 3 994                            | 902     | 383 591       | 24 109                | 342 099 | 24 794                | 12.1       | - 2.8                 |       |
| Westland Heliport (Battersea) | —                                  | —      | 6                                | —       | —                                  | —     | 2 762                            | —       | 2 768         | —                     | 2 368   | —                     | 16.9       | —                     |       |
| Other UK Airports             |                                    |        |                                  |         |                                    |       |                                  |         |               |                       |         |                       |            |                       |       |
| + Aberdeen                    | 2 708                              | 2      | 22 041                           | 412     | 13 867                             | 6     | 17 919                           | 450     | 56 535        | 870                   | 50 215  | 812                   | 12.6       | 7.1                   |       |
| + Belfast                     | 492                                | 13     | 627                              | 36      | 19 167                             | 1 452 | 73                               | 1 221   | 20 359        | 2 722                 | 19 630  | 2 379                 | 3.7        | 14.4                  |       |
| + Benbecula                   | —                                  | —      | —                                | —       | 2 491                              | 23    | —                                | —       | 2 491         | 23                    | 2 481   | 28                    | 0.4        | - 17.9                |       |
| + Birmingham                  | 7 110                              | 15     | 5 487                            | 33      | 14 395                             | 23    | 597                              | 6       | 27 589        | 77                    | 21 616  | 56                    | 27.6       | 37.5                  |       |
| + Blackpool                   | 625                                | —      | 297                              | 2       | 2 616                              | 498   | 757                              | 865     | 4 295         | 1 365                 | 4 010   | 788                   | 7.1        | 78.2                  |       |
| + Bournemouth                 | 78                                 | 4      | 451                              | 12      | 3 949                              | 2 345 | 440                              | 111     | 4 918         | 2 472                 | 5 656   | 1 882                 | - 13.0     | 31.3                  |       |
| + Bristol                     | 1 807                              | 3      | 1 516                            | 30      | 2 805                              | 1     | 334                              | —       | 6 462         | 34                    | 6 572   | 13                    | - 1.7      | 161.5                 |       |
| + Cambridge                   | —                                  | —      | 435                              | —       | 299                                | —     | 214                              | —       | 948           | —                     | 910     | 2                     | 4.2        | —                     |       |
| + Cardiff                     | 2 458                              | 4      | 1 437                            | 2       | 4 206                              | —     | 54                               | —       | 8 155         | 6                     | 6 636   | 17                    | 22.9       | - 64.7                |       |
| + Coventry                    | 4                                  | —      | 441                              | 15      | 23                                 | —     | 188                              | 2       | 656           | 17                    | 222     | 32                    | 195.5      | - 46.9                |       |
| + East Midlands               | 3 304                              | 463    | 2 861                            | 312     | 4 013                              | 87    | 1 168                            | 275     | 11 346        | 1 137                 | 10 518  | 927                   | 7.9        | 22.7                  |       |
| + Edinburgh                   | 3 973                              | 2      | 1 220                            | 1       | 15 618                             | 478   | 421                              | 48      | 21 232        | 529                   | 20 038  | 474                   | 6.0        | 11.6                  |       |
| + Exeter                      | 1 342                              | 1      | 95                               | 17      | 3 197                              | 2     | 15                               | —       | 4 649         | 20                    | 2 659   | 10                    | 74.8       | 100.0                 |       |
| + Glasgow                     | 5 981                              | 1 225  | 3 573                            | 14      | 25 625                             | 956   | 7 120                            | 35      | 42 299        | 2 230                 | 33 403  | 2 150                 | 26.6       | 3.7                   |       |
| + Gloucester/Cheltenham       | —                                  | —      | —                                | —       | 745                                | —     | 382                              | —       | 1 127         | —                     | 871     | —                     | 29.4       | —                     |       |
| + Hawarden                    | —                                  | —      | —                                | —       | 927                                | —     | 2                                | —       | 929           | —                     | 56      | —                     | 1 558.9    | —                     |       |
| + Humberside                  | 482                                | —      | 376                              | 6       | 3 913                              | 1     | 658                              | 2       | 5 429         | 9                     | 1 875   | 12                    | 189.5      | - 25.0                |       |
| + Inverness                   | —                                  | —      | 351                              | —       | 5 868                              | 3     | 1 808                            | —       | 8 027         | 3                     | 7 848   | 1                     | 2.3        | 200.0                 |       |
| + Islay                       | —                                  | —      | —                                | —       | 1 169                              | 1     | 306                              | —       | 1 475         | 1                     | 1 334   | —                     | 10.6       | —                     |       |
| + Isle of Man                 | 569                                | —      | 17                               | —       | 9 230                              | 371   | 4                                | —       | 9 820         | 371                   | 9 255   | 432                   | 6.1        | - 14.1                |       |
| + Isle of Scilly              | —                                  | —      | —                                | —       | 4 360                              | —     | —                                | —       | 4 360         | —                     | 4 865   | —                     | - 10.4     | —                     |       |
| + Kirkwall                    | —                                  | —      | 217                              | 15      | 8 155                              | 69    | 2 685                            | 5       | 11 057        | 89                    | 10 154  | 88                    | 8.9        | 1.1                   |       |
| + Leeds/Braford               | 2 260                              | 3      | 594                              | 13      | 7 116                              | 2     | 738                              | 6       | 10 708        | 24                    | 9 766   | 14                    | 9.6        | 71.4                  |       |
| + Liverpool                   | 1 314                              | 14     | 672                              | 236     | 5 140                              | 78    | 1 496                            | 1 097   | 8 622         | 1 425                 | 7 301   | 1 338                 | 18.1       | 6.5                   |       |
| + Lydd                        | 2 016                              | 2 070  | 51                               | —       | —                                  | —     | —                                | —       | 2 067         | 2 070                 | 2 292   | 2 076                 | - 9.8      | - 0.3                 |       |
| + Manchester                  | 15 250                             | 3 128  | 14 431                           | 257     | 16 396                             | 57    | 1 052                            | 398     | 47 129        | 3 840                 | 42 473  | 4 353                 | 11.0       | - 11.8                |       |
| + Manston                     | —                                  | —      | 580                              | —       | —                                  | —     | —                                | —       | 580           | —                     | 1 424   | —                     | - 59.3     | —                     |       |
| + Newcastle                   | 4 087                              | —      | 2 621                            | 3       | 9 076                              | 32    | 1 006                            | 103     | 16 790        | 138                   | 13 885  | 7                     | 20.9       | 1 871.4               |       |
| + Norwich                     | 2 941                              | 1      | 1 074                            | 14      | 5 650                              | 10    | 1 197                            | 8       | 10 862        | 33                    | 9 739   | 41                    | 11.5       | - 19.5                |       |
| + Penzance Heliport           | —                                  | —      | 52                               | —       | 3 784                              | —     | —                                | —       | 3 836         | —                     | 3 946   | —                     | - 2.8      | —                     |       |
| + Prestwick                   | 2 069                              | 1 257  | 1 341                            | 129     | 2 541                              | 412   | 427                              | 9       | 6 378         | 1 807                 | 7 111   | 1 651                 | - 10.3     | 9.4                   |       |
| + Southampton                 | 1 724                              | 8      | 342                              | 153     | 8 920                              | 39    | 406                              | 6       | 11 392        | 206                   | 10 699  | 154                   | 6.5        | 33.8                  |       |
| + Stornoway                   | 25                                 | —      | 12                               | 2       | 2 813                              | 28    | 549                              | 12      | 3 399         | 42                    | 3 255   | 48                    | 4.4        | - 12.5                |       |
| + Sumburgh                    | x x                                | x x    | 14 336                           | x x 255 | x x 346                            | x x 3 | x x 118 47                       | x x 215 | x x 345 83    | x x 481               | 23 127  | 493                   | N/A - 49.6 | N/A - 2.4             |       |
| + Swansea                     | —                                  | —      | 15                               | —       | 260                                | 1     | 41                               | —       | 316           | 1                     | 498     | 2                     | - 36.5     | - 50.0                |       |
| + Tees-side                   | 536                                | —      | 3 025                            | 8       | 6 787                              | 3     | 3 243                            | 5       | 13 591        | 16                    | 8 184   | 13                    | 66.1       | 23.1                  |       |
| + Tiree                       | —                                  | —      | —                                | —       | 617                                | 8     | 84                               | —       | 701           | 8                     | 642     | 14                    | 9.2        | - 42.9                |       |
| + Wick                        | —                                  | —      | 4                                | 14      | 4 187                              | 26    | 564                              | 22      | 4 755         | 62                    | 4 325   | 52                    | 9.9        | 19.2                  |       |
| TOTAL (incl. London Area)     | 292 670                            | 23 939 | 136 136                          | 6 583   | 300 133                            | 9 646 | 52 704                           | 5 588   | 781 643       | 45 756                | 713 958 | 45 153                | 9.5        | 1.3                   |       |
| Channel Islands Airports      |                                    |        |                                  |         |                                    |       |                                  |         |               |                       |         |                       |            |                       |       |
| + Alderney                    | —                                  | —      | —                                | —       | —                                  | —     | —                                | —       | 8 895         | —                     | 8 295   | —                     | 7.2        | —                     |       |
| + Guernsey                    | —                                  | —      | —                                | —       | —                                  | —     | —                                | —       | 33 907        | —                     | 31 846  | —                     | 6.5        | —                     |       |
| + Jersey                      | —                                  | —      | —                                | —       | —                                  | —     | —                                | —       | 53 143        | —                     | 54 058  | —                     | - 1.7      | —                     |       |
| TOTAL (Channel Is. Airports)  | —                                  | —      | —                                | —       | —                                  | —     | —                                | —       | 95 945        | —                     | 94 199  | —                     | 1.9        | —                     |       |

Note. x x not supplied.

Sumburgh figure inserted

## Air Transport Landings Diverted from/to United Kingdom Reporting Airports 1978

**Classified by Airport of Intended Landing and Actual Landing**

|                       | Aberdeen | Belfast | Benbecula | Birmingham | Blackpool | Bournemouth | Bristol | Cambridge | Cardiff | Coventry | East Midlands | Edinburgh | Exeter | Gatwick | Glasgow | Gloucester/Cheltenham | Heathrow | Humberside | Inverness | Islay | Isle of Man | Isles of Scilly | Kirkwall | Leeds | Liverpool | Luton | Lydd | Manchester | Manston | Newcastle | Norwich | Prestwick | Southampton | Southend | Stansted | Stornoway | Sumburgh | Swansea | Teeside | Tree | Wick | Other Internal | Overseas | All Airports |     |     |   |
|-----------------------|----------|---------|-----------|------------|-----------|-------------|---------|-----------|---------|----------|---------------|-----------|--------|---------|---------|-----------------------|----------|------------|-----------|-------|-------------|-----------------|----------|-------|-----------|-------|------|------------|---------|-----------|---------|-----------|-------------|----------|----------|-----------|----------|---------|---------|------|------|----------------|----------|--------------|-----|-----|---|
| Intended Landing      | Aberdeen | Belfast | Benbecula | Birmingham | Blackpool | Bournemouth | Bristol | Cambridge | Cardiff | Coventry | East Midlands | Edinburgh | Exeter | Gatwick | Glasgow | Gloucester/Cheltenham | Heathrow | Humberside | Inverness | Islay | Isle of Man | Isles of Scilly | Kirkwall | Leeds | Liverpool | Luton | Lydd | Manchester | Manston | Newcastle | Norwich | Prestwick | Southampton | Southend | Stansted | Stornoway | Sumburgh | Swansea | Teeside | Tree | Wick | Other Internal | Overseas | All Airports |     |     |   |
| Aberdeen              | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | 79        | —      | —       | 13      | —                     | 1        | —          | 13        | —     | —           | —               | 3        | —     | 1         | —     | —    | —          | —       | 1         | 1       | 1         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 115 |     |   |
| Belfast               | —        | —       | —         | —          | 3         | —           | —       | —         | —       | —        | 4             | 1         | —      | —       | 2       | —                     | 1        | —          | —         | —     | —           | —               | —        | —     | 2         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 15  |     |   |
| Benbecula             | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | 2       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | 5         | —        | —       | —       | —    | —    | —              | —        | 7            |     |     |   |
| Birmingham            | —        | —       | —         | —          | —         | —           | —       | —         | —       | 6        | 37            | —         | —      | —       | —       | —                     | 8        | —          | —         | —     | —           | —               | —        | —     | 5         | 5     | —    | 35         | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 96  |     |   |
| Blackpool             | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | 1         | 5     | —    | 2          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 3   |     |   |
| Bournemouth           | —        | —       | —         | —          | —         | 1           | —       | —         | —       | —        | 1             | —         | —      | —       | —       | —                     | 1        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | 1          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 4   |     |   |
| Bristol               | —        | —       | —         | 9          | —         | —           | —       | —         | 2       | —        | —             | —         | —      | 2       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | 1       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 16  |     |   |
| Cambridge             | —        | —       | —         | 1          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | 2     | —    | —          | —       | —         | —       | —         | —           | 2        | —        | —         | —        | —       | —       | —    | —    | —              | —        | 5            |     |     |   |
| Cardiff               | —        | 1       | —         | 5          | —         | —           | —       | —         | —       | —        | 1             | —         | 1      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | 1     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | 12           |     |     |   |
| Coventry              | —        | —       | —         | 4          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | 1         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | 4            |     |     |   |
| East Midlands         | —        | —       | —         | 27         | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | 1                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 45  |     |   |
| Edinburgh             | —        | —       | —         | 2          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | 19      | —                     | —        | —          | —         | —     | —           | —               | —        | 1     | 3         | 9     | —    | 1          | —       | 3         | 5       | 5         | —           | —        | 1        | —         | —        | —       | —       | 1    | —    | —              | —        | —            | 45  |     |   |
| Exeter                | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 34  |     |   |
| Gatwick               | —        | —       | —         | 39         | —         | 36          | 3       | —         | 5       | 19       | —             | —         | —      | —       | 2       | 193                   | —        | —          | —         | —     | —           | —               | —        | —     | 7         | 90    | —    | 157        | —       | 3         | —       | 25        | 1           | 23       | —        | —         | —        | —       | 2       | —    | —    | —              | —        | —            | 605 |     |   |
| Glasgow               | —        | —       | —         | 2          | —         | 36          | —       | —         | 1       | —        | 1             | 26        | —      | —       | —       | —                     | 5        | —          | —         | —     | —           | —               | —        | —     | —         | 3     | —    | 1          | —       | 2         | —       | 65        | —           | 1        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 106 |     |   |
| Gloucester/Cheltenham | —        | —       | —         | —          | —         | —           | 1       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | 1            |     |     |   |
| Hawarden              | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | 2         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 2   |     |   |
| Heathrow              | —        | —       | —         | 53         | —         | 22          | 3       | —         | 1       | 17       | 8             | —         | 117    | 11      | 1       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | 4         | 18    | —    | 228        | —       | 1         | —       | 100       | 9           | —        | 45       | —         | —        | —       | —       | —    | —    | —              | —        | 637          |     |     |   |
| Humberside            | —        | —       | —         | —          | —         | —           | —       | —         | —       | 4        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | 5     | —         | —     | —    | —          | —       | 3         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 13  |     |   |
| Inverness             | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | 1         | —      | —       | 9       | —                     | —        | —          | —         | —     | —           | —               | —        | 1     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 11  |     |   |
| Islay                 | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | 3       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 3   |     |   |
| Isle of Man           | —        | —       | —         | —          | 4         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | 6         | —     | —    | 1          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 11  |     |   |
| Isles of Scilly       | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 5   |     |   |
| Kirkwall              | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | 4       | —                     | —        | —          | 1         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | —   | 5 |
| Leeds                 | —        | —       | —         | —          | —         | —           | —       | —         | —       | 39       | —             | —         | —      | —       | 1       | —                     | —        | 2          | —         | —     | —           | —               | —        | —     | 1         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 196 |   |
| Liverpool             | —        | —       | —         | 1          | 7         | —           | —       | —         | —       | 1        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | 4       | —         | 5       | 2         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 13  |     |   |
| Luton                 | —        | —       | —         | 78         | —         | 1           | —       | —         | 4       | 82       | —             | —         | —      | 49      | 2       | —                     | 23       | 1          | —         | —     | —           | —               | —        | —     | —         | —     | —    | 3          | —       | 1         | —       | —         | —           | 14       | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 258 |     |   |
| Lydd                  | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | 6       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 6   |     |   |
| Manchester            | —        | —       | —         | 24         | 4         | —           | —       | —         | 4       | 11       | —             | —         | —      | —       | 2       | —                     | 9        | —          | —         | —     | —           | —               | —        | 35    | 2         | —     | —    | —          | —       | —         | —       | 5         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | 96  |     |   |
| Manston               | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | —   |   |
| Newcastle             | —        | —       | —         | 1          | —         | —           | —       | —         | 1       | —        | —             | 6         | —      | —       | 2       | —                     | 4        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 24  |   |
| Norwich               | —        | —       | —         | —          | —         | —           | —       | —         | —       | 3        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | 2          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 13  |   |
| Prestwick             | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | 1       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 1   |   |
| Southampton           | —        | —       | —         | —          | 12        | —           | —       | —         | —       | —        | —             | —         | 1      | 1       | —       | —                     | 2        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 16  |   |
| Southend              | —        | —       | —         | —          | —         | —           | —       | —         | —       | 1        | —             | —         | —      | 2       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | 2     | —    | —          | —       | —         | —       | —         | —           | —        | 13       | —         | —        | —       | —       | —    | —    | —              | —        | —            | 18  |     |   |
| Stansted              | —        | —       | —         | 3          | —         | —           | —       | —         | —       | —        | 4             | —         | —      | 34      | —       | —                     | 3        | —          | —         | —     | —           | —               | —        | —     | —         | 4     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 48  |   |
| Stornoway             | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | —   |   |
| Sumburgh              | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | —   |   |
| Swansea               | —        | —       | —         | —          | —         | —           | —       | —         | 1       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | —   |   |
| Teeside               | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | 4             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | 3       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 1   |   |
| Tree                  | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        | —             | —         | —      | —       | —       | —                     | —        | —          | —         | —     | —           | —               | —        | —     | —         | —     | —    | —          | —       | —         | —       | —         | —           | —        | —        | —         | —        | —       | —       | —    | —    | —              | —        | —            | —   | 17  |   |
| Wick                  | —        | —       | —         | —          | —         | —           | —       | —         | —       | —        |               |           |        |         |         |                       |          |            |           |       |             |                 |          |       |           |       |      |            |         |           |         |           |             |          |          |           |          |         |         |      |      |                |          |              |     |     |   |

# Number and Rate<sup>(a)</sup> of Diversions by Airport of Intended Landing 1978

Table 3.13.2

| Airport of Intended Landing   | Total No of Diversions | Annual rate of Diversion | January |       | February |      | March |      | April |      | May |      | June |      | July |      | August |      | September |      | October |      | November |      | December |       |  |
|-------------------------------|------------------------|--------------------------|---------|-------|----------|------|-------|------|-------|------|-----|------|------|------|------|------|--------|------|-----------|------|---------|------|----------|------|----------|-------|--|
|                               |                        |                          | No      | Rate  | No       | Rate | No    | Rate | No    | Rate | No  | Rate | No   | Rate | No   | Rate | No     | Rate | No        | Rate | No      | Rate | No       | Rate | No       | Rate  |  |
| London Area Airports          |                        |                          |         |       |          |      |       |      |       |      |     |      |      |      |      |      |        |      |           |      |         |      |          |      |          |       |  |
| Gatwick                       | 605                    | 123                      | 42      | 140   | 60       | 237  | 17    | 52   | 31    | 86   | 19  | 45   | 14   | 28   | 2    | 4    | 26     | 49   | 37        | 73   | 168     | 362  | 97       | 277  | 92       | 256   |  |
| Heathrow                      | 637                    | 47                       | 140     | 139   | 38       | 41   | 16    | 15   | 17    | 16   | 18  | 15   | 4    | 3    | 13   | 10   | 27     | 21   | 4         | 3    | 103     | 86   | 98       | 91   | 159      | 156   |  |
| Luton                         | 258                    | 251                      | 26      | 414   | 11       | 218  | 1     | 13   | 32    | 415  | 26  | 311  | 8    | 75   | 25   | 205  | 4      | 34   | —         | 35   | 393     | 28   | 472      | 62   | 886      |       |  |
| Southend                      | 18                     | 24                       | 2       | 37    | 4        | 83   | —     | —    | 1     | 16   | 4   | 53   | —    | —    | 1    | 13   | —      | —    | —         | 4    | 62      | 1    | 20       | 1    | 22       |       |  |
| Stansted                      | 48                     | 237                      | 1       | 97    | 1        | 93   | 1     | 71   | 7     | 427  | 2   | 107  | —    | —    | 5    | 22   | —      | —    | —         | 5    | 226     | 2    | 114      | 24   | 1 558    |       |  |
| TOTAL (London Area)           | 1 566                  | 77                       | 211     | 147   | 114      | 88   | 35    | 23   | 88    | 55   | 69  | 39   | 26   | 14   | 46   | 22   | 57     | 28   | 41        | 21   | 315     | 172  | 226      | 145  | 338      | 224   |  |
| Westland Heliport (Battersea) | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Other UK Airports             |                        |                          |         |       |          |      |       |      |       |      |     |      |      |      |      |      |        |      |           |      |         |      |          |      |          |       |  |
| Aberdeen                      | 115                    | 40                       | 2       | 9     | 18       | 95   | 1     | 4    | 6     | 27   | 17  | 69   | 4    | 16   | 5    | 21   | 20     | 77   | 4         | 16   | 18      | 71   | 15       | 59   | 5        | 22    |  |
| Belfast                       | 15                     | 12                       | 3       | 34    | 2        | 25   | —     | —    | —     | —    | 1   | 10   | —    | —    | 1    | 8    | 2      | 17   | —         | —    | 1       | 3    | 32       | 3    | 31       | —     |  |
| Benbecula                     | 7                      | 55                       | —       | —     | —        | —    | —     | —    | —     | —    | 1   | 89   | —    | —    | —    | —    | —      | —    | 4         | 388  | 1       | 93   | 1        | 96   | —        | —     |  |
| Birmingham                    | 96                     | 69                       | 11      | 126   | 3        | 36   | 1     | 10   | 2     | 19   | 1   | 8    | —    | —    | 2    | 14   | —      | —    | 2         | 15   | 3       | 23   | 21       | 184  | 50       | 536   |  |
| Blackpool                     | 3                      | 12                       | —       | —     | —        | —    | —     | —    | —     | —    | 1   | 44   | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | 2    | 144      | —     |  |
| Bournemouth                   | 4                      | 11                       | —       | —     | —        | —    | —     | —    | —     | —    | 1   | 28   | —    | —    | —    | —    | —      | —    | —         | 1    | 26      | 1    | 38       | 1    | 43       | —     |  |
| Bristol                       | 16                     | 49                       | 2       | 104   | 2        | 121  | —     | —    | —     | —    | 1   | 34   | 1    | 30   | 4    | 117  | —      | —    | 1         | 28   | 3       | 105  | 1        | 40   | 1        | 56    |  |
| Cambridge                     | 5                      | 105                      | —       | —     | —        | —    | —     | —    | —     | —    | 2   | 385  | —    | —    | 1    | 185  | —      | —    | —         | 1    | 128     | 1    | 222      | —    | —        | —     |  |
| Cardiff                       | 12                     | 29                       | 1       | 35    | 1        | 45   | —     | —    | —     | —    | —   | —    | —    | —    | 3    | 71   | 2      | 44   | 2         | 48   | —       | —    | —        | 3    | 123      | —     |  |
| Coventry                      | 4                      | 121                      | 2       | 1 538 | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | 1    | 270      | 1    | 500      | —     |  |
| East Midlands                 | 45                     | 74                       | 4       | 110   | 4        | 103  | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | 3    | 53        | 2    | 35      | 3    | 66       | 29   | 797      | —     |  |
| Edinburgh                     | 34                     | 31                       | 5       | 62    | 12       | 158  | 1     | 12   | 1     | 12   | 2   | 21   | 1    | 10   | 3    | 29   | 5      | 47   | —         | 1    | 10      | —    | —        | 3    | 40       | —     |  |
| Exeter                        | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Glasgow                       | 106                    | 47                       | 70      | 498   | 8        | 55   | 1     | 6    | 3     | 18   | —   | —    | 5    | 24   | 3    | 14   | —      | —    | 1         | 5    | 3       | 15   | 6        | 32   | 6        | 36    |  |
| Gloucester/Cheltenham         | 1                      | 18                       | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | 1       | 204  | —        | —    | —        | —     |  |
| Hawarden                      | 2                      | 43                       | —       | —     | 1        | 313  | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | 1         | 233  | —       | —    | —        | —    | 5        | 245   |  |
| Humberside                    | 13                     | 48                       | —       | —     | 4        | 227  | —     | —    | 2     | 104  | 2   | 76   | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Inverness                     | 11                     | 27                       | —       | —     | 2        | 53   | 1     | 23   | 2     | 51   | 1   | 26   | —    | —    | —    | —    | 4      | 132  | —         | —    | —       | 1    | 32       | —    | —        | —     |  |
| Islay                         | 3                      | 40                       | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | 2    | 282  | —      | —    | —         | —    | 1       | 149  | —        | —    | —        | —     |  |
| Isle of Man                   | 11                     | 22                       | 1       | 43    | —        | —    | —     | —    | —     | —    | 3   | 66   | 2    | 32   | 3    | 43   | —      | —    | 1         | 16   | —       | —    | —        | —    | 1        | 32    |  |
| Isles of Scilly               | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Kirkwall                      | 5                      | 9                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | 4      | 73   | 1         | 21   | —       | —    | —        | —    | —        | —     |  |
| Leeds/Bradford                | 196                    | 354                      | 18      | 481   | 21       | 619  | —     | —    | 11    | 266  | 2   | 39   | —    | —    | 7    | 124  | 5      | 88   | 9         | 173  | 11      | 224  | 8        | 180  | 104      | 2 842 |  |
| Liverpool                     | 13                     | 28                       | —       | —     | —        | —    | 1     | 28   | 1     | 28   | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | 1    | 22       | 10   | 253      | —     |  |
| Lydd                          | 6                      | 29                       | 2       | 132   | 1        | 70   | 1     | 57   | —     | —    | —   | —    | —    | —    | 2    | 99   | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Manchester                    | 96                     | 38                       | 26      | 154   | 1        | 6    | 4     | 23   | 3     | 16   | 6   | 26   | 4    | 16   | 5    | 20   | 10     | 39   | 3         | 12   | 11      | 46   | 1        | 5    | 22       | 117   |  |
| Manston                       | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Newcastle                     | 24                     | 28                       | 1       | 18    | 5        | 101  | —     | —    | —     | —    | —   | —    | 1    | 12   | 3    | 34   | 3      | 35   | 2         | 23   | 4       | 52   | 1        | 15   | 4        | 68    |  |
| Norwich                       | 13                     | 24                       | 1       | 26    | 1        | 26   | 1     | 23   | —     | —    | —   | —    | —    | —    | 2    | 43   | 1      | 20   | —         | —    | 3       | 64   | 2        | 43   | 2        | 48    |  |
| Penzance Heliport             | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Prestwick                     | 1                      | 2                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | 1         | 26   | —       | —    | —        | —    | —        | —     |  |
| Southampton                   | 16                     | 28                       | 1       | 37    | —        | —    | 1     | 26   | 1     | 23   | —   | —    | —    | —    | 1    | 15   | 1      | 13   | —         | —    | 3       | 60   | 3        | 78   | 5        | 128   |  |
| Stornoway                     | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Sumburgh                      | xx                     | xx                       | xx      | xx    | xx       | xx   | xx    | xx   | xx    | xx   | xx  | xx   | xx   | xx   | xx   | xx   | xx     | xx   | xx        | xx   | xx      | xx   | xx       | xx   | xx       | xx    |  |
| Swansea                       | 1                      | 62                       | —       | —     | —        | —    | —     | —    | —     | —    | —   | 1    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Teesside                      | 17                     | 25                       | 2       | 49    | 3        | 75   | 1     | 19   | —     | —    | 1   | 15   | —    | —    | —    | —    | 1      | 15   | 1         | 16   | —       | —    | 3        | 59   | 5        | 107   |  |
| Tiree                         | —                      | —                        | —       | —     | —        | —    | —     | —    | —     | —    | —   | —    | —    | —    | —    | —    | —      | —    | —         | —    | —       | —    | —        | —    | —        | —     |  |
| Wick                          | 6                      | 25                       | —       | —     | —        | —    | 1     | 48   | —     | —    | 1   | 49   | 2    | 93   | —    | —    | 1      | 45   | —         | —    | —       | 1    | 50       | —    | —        | —     |  |
| TOTAL (Incl London Area)      | 2 463                  | 59                       | 363     | 125   | 203      | 76   | 50    | 15   | 120   | 37   | 112 | 31   | 47   | 12   | 93   | 23   | 116    | 28   | 77        | 19   | 382     | 103  | 300      | 93   | 600      | 200   |  |

(a) The rate of diversions is expressed as the number of diversions per 10,000 intended landings

xx—Not supplied

# Air Passengers by Type and Nationality of Operator — 1978

Table 3.14

|                               | Total                           |                     |                    | Scheduled Services |         |           |         | Overseas operators |         | Charter Flights          |         |           |         | Overseas operators |         |
|-------------------------------|---------------------------------|---------------------|--------------------|--------------------|---------|-----------|---------|--------------------|---------|--------------------------|---------|-----------|---------|--------------------|---------|
|                               | United Kingdom operators        |                     |                    | British Airways    |         | Others    |         |                    |         | United Kingdom operators |         | Others    |         |                    |         |
|                               | Terminal and Transit Passengers | Terminal Passengers | Transit Passengers | Terminal           | Transit | Terminal  | Transit | Terminal           | Transit | Terminal                 | Transit | Terminal  | Transit | Terminal           | Transit |
| London Area Airports          |                                 |                     |                    |                    |         |           |         |                    |         |                          |         |           |         |                    |         |
| + Gatwick                     | 7 841 095                       | 7 759 059           | 82 036             | 100 147            | 1 613   | 2 026 819 | 6 777   | 295 351            | 1 607   | 868 423                  | 879     | 3 292 768 | 23 543  | 1 175 551          | 47 617  |
| + Heathrow                    | 26 913 107                      | 26 490 960          | 422 147            | 12 847 833         | 1 592   | 355 926   | 174     | 13 194 472         | 416 358 | 54 460                   | —       | 1 269     | 24      | 37 000             | 3 999   |
| + Luton                       | 2 060 905                       | 2 058 085           | 2 820              | —                  | —       | 17 122    | 55      | 816                | —       | 867                      | —       | 1 755 764 | 1 879   | 283 516            | 886     |
| + Southend                    | 236 052                         | 236 052             | —                  | —                  | —       | 228 981   | —       | —                  | —       | —                        | —       | 6 198     | —       | 873                | —       |
| + Stansted                    | 324 227                         | 316 744             | 7 483              | 1 316              | 3 045   | 1 594     | 165     | 1 916              | 668     | 1 166                    | 552     | 4 156     | 1 284   | 306 596            | 1 769   |
| TOTAL (London Area)           | 37 375 386                      | 36 860 900          | 514 486            | 12 949 296         | 6 250   | 2 630 442 | 7 171   | 13 492 555         | 418 633 | 924 916                  | 1 431   | 5 060 155 | 26 730  | 1 803 536          | 54 271  |
| Westland Heliport (Battersea) | 8 742                           | 8 742               | —                  | —                  | —       | —         | —       | —                  | —       | 36                       | —       | 8 706     | —       | —                  | —       |
| Other Uk Airports             |                                 |                     |                    |                    |         |           |         |                    |         |                          |         |           |         |                    |         |
| + Aberdeen                    | 1 211 295                       | 1 200 286           | 11 009             | 474 549            | 7 232   | 158 492   | 145     | —                  | 94      | 90 463                   | 5       | 454 989   | 3 404   | 21 793             | 129     |
| + Belfast                     | 1 176 876                       | 1 176 317           | 559                | 896 345            | 12      | 190 765   | 68      | 21 933             | 81      | —                        | —       | 16 990    | 186     | 50 284             | 212     |
| + Benbecula                   | 24 379                          | 23 803              | 576                | 15 784             | 1       | 8 019     | 575     | —                  | —       | —                        | —       | —         | —       | —                  | —       |
| + Birmingham                  | 1 352 042                       | 1 305 210           | 46 832             | 430 008            | 11 972  | 188 952   | 29 226  | 101 694            | 2 926   | 6 481                    | 84      | 510 275   | 2 407   | 67 800             | 217     |
| + Blackpool                   | 108 340                         | 108 152             | 188                | —                  | —       | 100 718   | 149     | —                  | —       | —                        | —       | 6 709     | 39      | 725                | —       |
| + Bournemouth                 | 152 423                         | 148 141             | 4 282              | 2 407              | 37      | 118 410   | 3 168   | 640                | 1       | —                        | —       | 25 447    | 1 009   | 1 237              | 67      |
| + Bristol                     | 265 342                         | 232 891             | 32 451             | 41 308             | 24 807  | 29 424    | 5 904   | 20 095             | 1 587   | —                        | —       | 87 425    | 153     | 54 639             | —       |
| + Cambridge                   | 23 765                          | 23 765              | —                  | —                  | —       | 17 939    | —       | —                  | —       | 391                      | —       | 1 707     | —       | 3 728              | —       |
| + Cardiff                     | 266 810                         | 234 204             | 32 606             | 55 244             | 6 903   | 35 869    | 19 701  | 4 342              | 3 490   | 96                       | —       | 80 313    | 2 235   | 58 340             | 277     |
| + Coventry                    | 4 391                           | 4 388               | 3                  | 75                 | —       | 640       | 3       | —                  | —       | 84                       | —       | 3 174     | —       | 415                | —       |
| + East Midlands               | 549 686                         | 547 591             | 2 095              | 1 527              | —       | 245 511   | 726     | 952                | 78      | 1 436                    | —       | 276 865   | 1 291   | 21 300             | —       |
| + Edinburgh                   | 1 159 417                       | 1 137 355           | 22 062             | 745 032            | 3 082   | 237 099   | 17 717  | 33 869             | 149     | 2 673                    | —       | 91 226    | 109     | 27 456             | 1 005   |
| + Exeter                      | 82 062                          | 76 308              | 5 754              | —                  | —       | 68 910    | 5 754   | —                  | —       | —                        | —       | 1 822     | —       | 5 576              | —       |
| + Glasgow                     | 2 186 583                       | 2 153 322           | 33 261             | 1 116 102          | 2 715   | 324 221   | 150     | 160 697            | 22 829  | 28 551                   | —       | 430 504   | 7 114   | 93 247             | 453     |
| + Gloucester/Cheltenham       | 17 774                          | 17 774              | —                  | —                  | —       | 16 339    | —       | —                  | —       | —                        | —       | 1 435     | —       | —                  | —       |
| + Hawarden                    | 4 047                           | 4 047               | —                  | —                  | —       | 3 987     | —       | —                  | —       | —                        | —       | 60        | —       | —                  | —       |
| + Humberside                  | 44 065                          | 44 036              | 29                 | —                  | —       | 39 950    | 2       | —                  | —       | —                        | —       | 3 670     | 27      | 416                | —       |
| + Inverness                   | 156 659                         | 143 870             | 12 789             | 111 081            | 12 535  | 15 262    | 2       | —                  | —       | 1 572                    | —       | 9 352     | 252     | 6 603              | —       |
| + Islay                       | 11 504                          | 11 492              | 12                 | —                  | —       | 10 933    | 7       | —                  | —       | —                        | —       | 559       | 5       | —                  | —       |
| + Isle of Man                 | 358 847                         | 345 769             | 13 078             | 177 742            | 5 351   | 165 864   | 7 727   | —                  | —       | 33                       | —       | 168       | —       | 1 962              | —       |
| + Isles of Scilly             | 96 432                          | 96 432              | —                  | 91 348             | —       | 5 084     | —       | —                  | —       | —                        | —       | —         | —       | —                  | —       |
| + Kirkwall                    | 119 760                         | 103 232             | 16 528             | 46 349             | 12 949  | 29 061    | —       | —                  | —       | 8 942                    | 1 462   | 18 771    | 2 085   | 109                | 32      |
| + Leeds/Bradford              | 357 403                         | 331 548             | 25 855             | 163 953            | 239     | 95 787    | 25 280  | 13 277             | 119     | —                        | —       | 57 602    | 170     | 929                | 47      |
| + Liverpool                   | 302 292                         | 287 029             | 15 263             | 182 485            | 13 278  | 34 299    | 1 089   | 25 238             | 298     | 377                      | —       | 33 514    | 576     | 11 116             | 22      |
| + Lydd                        | 74 583                          | 74 522              | 61                 | —                  | —       | 71 531    | 49      | —                  | —       | —                        | —       | 2 991     | 12      | —                  | —       |
| + Manchester                  | 3 479 944                       | 3 408 206           | 71 738             | 1 296 382          | 9 851   | 120 356   | 18 557  | 365 807            | 16 327  | 89 765                   | 176     | 1 313 073 | 11 817  | 222 823            | 15 010  |
| + Manston                     | 1 877                           | 1 877               | —                  | —                  | —       | —         | —       | —                  | —       | —                        | —       | 1 279     | —       | 598                | —       |
| + Newcastle                   | 813 561                         | 759 508             | 54 053             | 263 867            | 201     | 214 485   | 53 035  | 7                  | —       | 11 739                   | 9       | 177 650   | 532     | 91 760             | 276     |
| + Norwich                     | 165 562                         | 165 304             | 258                | —                  | —       | 149 650   | 201     | —                  | —       | 11                       | —       | 12 695    | 25      | 2 948              | 32      |
| + Penzance Heliport           | 91 697                          | 91 697              | —                  | 91 348             | —       | —         | —       | —                  | —       | 349                      | —       | —         | —       | —                  | —       |
| + Prestwick                   | 620 381                         | 362 664             | 257 717            | 174 299            | 90 542  | 6 483     | 715     | 42 077             | 72 079  | 1 161                    | 169     | 42 771    | 21 006  | 95 873             | 73 206  |
| + Southampton                 | 282 723                         | 281 741             | 982                | 54 239             | 541     | 222 967   | 329     | —                  | —       | —                        | —       | 3 447     | 103     | 1 088              | 9       |
| + Stornoway                   | 55 372                          | 54 518              | 854                | 42 766             | 28      | 8 205     | —       | 996                | 782     | —                        | —       | 2 485     | 44      | 66                 | —       |
| + Sumburgh                    | 669 004                         | 669 037             | 767                | 878 14             | 61      | 2646      | —       | —                  | —       | 137 374                  | —       | 430 255   | 706     | 10948              | —       |
| + Swansea                     | 1 499                           | 1 331               | 168                | —                  | —       | 1 004     | 167     | —                  | —       | —                        | —       | 173       | 1       | 154                | —       |
| + Tees-side                   | 314 536                         | 296 587             | 17 949             | 341                | —       | 213 489   | 17 296  | 130                | —       | 1 135                    | 17      | 60 946    | 575     | 20 546             | 61      |
| + Tiree                       | 4 160                           | 3 634               | 526                | —                  | —       | 3 439     | 496     | —                  | —       | —                        | —       | 195       | 30      | —                  | —       |
| + Wick                        | 46 440                          | 32 265              | 14 175             | 15 071             | 14 146  | 15 165    | 8       | —                  | —       | 34                       | 10      | 1 951     | 11      | 44                 | —       |
| TOTAL (incl London Area)      | 53 368 657                      | 52 160 458          | 1 208 199          | 19 438 948         | 222 672 | 5 798 751 | 215 417 | 14 284 309         | 539 473 | 1 170 245                | 3 363   | 8 801 094 | 81 948  | 2 667 111          | 145 326 |
|                               | 54038461                        | 52829495            | 1208966            | 19526762           | 222733  | 5801397   |         |                    |         | 1307619                  |         | 9231349   | 82664   | 2678059            |         |
| Channel Islands Airports      |                                 |                     |                    |                    |         |           |         |                    |         |                          |         |           |         |                    |         |
| + Alderney                    | 69 570                          | 69 508              | 62                 | —                  | —       | 68 604    | 51      | —                  | —       | —                        | —       | 904       | 11      | —                  | —       |
| + Guernsey                    | 551 314                         | 524 604             | 26 710             | 113 201            | 139     | 382 305   | 24 156  | 9 277              | 1       | —                        | —       | 18 130    | 2 414   | 1 691              | —       |
| + Jersey                      | 1 412 245                       | 1 396 660           | 15 585             | 456 182            | 399     | 866 207   | 14 993  | 19 403             | 48      | 385                      | —       | 17 059    | 137     | 37 424             | 8       |
| TOTAL (Channel Is. Airports)  | 2 033 129                       | 1 990 772           | 42 357             | 569 383            | 538     | 1 317 116 | 39 200  | 28 680             | 49      | 385                      | —       | 36 093    | 2 562   | 39 115             | 8       |

Notes: The figures for Total Terminal Passengers include passengers carried on aircraft chartered by Government Departments.  
 x x not supplied.

SUMBURGH<sup>NOW</sup> INCLUDED TOTALS AMENDED m.p. 4/2/80.

Table 3.15

## International and Domestic Passenger Traffic 1978

X  
F.P.3 + 1142

## Terminal Passengers

Comparison with a year earlier

|                               | Total      | International |            | Per-<br>centage<br>change | Domestic   |            | Per-<br>centage<br>change |
|-------------------------------|------------|---------------|------------|---------------------------|------------|------------|---------------------------|
|                               | 1978       | 1978          | 1977       |                           | 1978       | 1977       |                           |
| <b>London Area Airports</b>   |            |               |            |                           |            |            |                           |
| + Gatwick                     | 7 759 059  | 6 965 895 ✓   | 5 785 833  | 20                        | 793 164    | 802 254    | -1                        |
| + Heathrow                    | 26 490 960 | 22 781 977 ✓  | 20 567 613 | 11                        | 3 708 983  | 2 822 442  | 31                        |
| + Luton                       | 2 058 085  | 2 034 879 ✓   | 1 921 211  | 6                         | 23 206     | 26 187     | -11                       |
| + Southend                    | 236 052    | 197 626 ✓     | 239 712(a) | -18                       | 38 426     | 2 469      | 1 456                     |
| + Stansted                    | 316 744    | 314 552 ✓     | 296 874    | 6                         | 2 192      | 1 865      | 18                        |
| TOTAL (London Area)           | 36 860 900 | 32 294 929    | 28 811 243 | 12                        | 4 565 971  | 3 655 217  | 25                        |
| Westland Heliport (Battersea) | 8 742      | 37 ✓          | 21         | 76                        | 8 705      | 6 061      | 44                        |
| <b>Other UK Airports</b>      |            |               |            |                           |            |            |                           |
| + Aberdeen                    | 1 200 286  | 325 639 ✓     | 326 286    | —                         | 874 647    | 620 124    | 41                        |
| + Belfast                     | 1 176 317  | 86 157 ✓      | 83 156     | 4                         | 1 090 160  | 954 557    | 14                        |
| Benbecula                     | 23 803     | —             | —          | —                         | 23 803     | 23 797     | —                         |
| + Birmingham                  | 1 305 210  | 894 457 ✓     | 700 449    | 28                        | 410 753    | 364 067    | 13                        |
| + Blackpool                   | 108 152    | 11 404 ✓      | 7 634      | 49                        | 96 748     | 96 410     | 0.4                       |
| + Bournemouth                 | 148 141    | 27 580        | 30 910     | -11                       | 120 561    | 100 877    | 20                        |
| + Bristol                     | 232 891    | 191 708       | 179 049    | 7                         | 41 183     | 39 792     | 3                         |
| + Cambridge                   | 23 765     | 4 464         | 4 299      | 4                         | 19 301     | 16 203     | 19                        |
| + Cardiff                     | 234 204    | 170 196       | 141 418    | 20                        | 64 008     | 67 032     | -5                        |
| + Coventry                    | 4 388      | 2 719         | 439        | —                         | 1 669      | 634        | 263                       |
| + East Midlands               | 547 591    | 369 986       | 305 862    | 21                        | 177 605    | 167 587    | 6                         |
| + Edinburgh                   | 1 137 355  | 204 633       | 167 997    | 22                        | 932 722    | 853 020    | 9                         |
| + Exeter                      | 76 308     | 21 613        | 12 929     | 67                        | 54 695     | 48 211     | 13                        |
| + Glasgow                     | 2 153 322  | 615 379 ✓     | 546 703    | 13                        | 1 537 943  | 1 205 339  | 28                        |
| Gloucester/Cheltenham         | 17 774     | —             | —          | —                         | 17 774     | 15 282     | 16                        |
| Hawarden                      | 4 047      | —             | 171        | —                         | 4 047      | —          | —                         |
| Humberside                    | 44 036     | 13 516        | 8 048      | 68                        | 30 520     | 12 496     | 244                       |
| Inverness                     | 143 870    | 8 029         | 7 858      | 2                         | 135 841    | 125 721    | 8                         |
| Islay                         | 11 492     | —             | —          | —                         | 11 492     | 10 451     | 10                        |
| + Isle of Man                 | 345 769    | 16 611        | 17 216     | -4                        | 329 158    | 310 355    | 6                         |
| Isles of Scilly               | 96 432     | —             | —          | —                         | 96 432     | 92 612     | 4                         |
| + Kirkwall                    | 103 232    | 1 558         | 2 039      | -24                       | 101 674    | 97 815     | 4                         |
| + Leeds/Bradford              | 331 548    | 119 459       | 104 425    | 14                        | 212 089    | 177 987    | 19                        |
| + Liverpool                   | 287 029    | 90 478        | 100 877    | -10                       | 196 551    | 171 883    | 14                        |
| + Lydd                        | 74 522     | 74 522        | 85 437     | -13                       | —          | 12         | —                         |
| + Manchester                  | 3 408 206  | 2 471 595     | 2 054 288  | 20                        | 936 611    | 737 106    | 27                        |
| + Manston                     | 1 877      | 1 877         | 3 634      | -48                       | —          | —          | —                         |
| + Newcastle                   | 759 508    | 381 260       | 317 803    | 20                        | 378 248    | 311 737    | 21                        |
| + Norwich                     | 165 304    | 76 632        | 84 575     | -9                        | 88 672     | 83 353     | 6                         |
| + Penzance                    | 91 697     | —             | —          | —                         | 91 697     | 87 081     | 5                         |
| + Prestwick                   | 362 664    | 336 244       | 340 044    | -1                        | 26 420     | 45 925     | -42                       |
| + Southampton                 | 281 741    | 30 104        | 12 695     | —                         | 251 637    | 278 522    | -10                       |
| Stornoway                     | 54 518     | 2 036         | 243        | —                         | 52 482     | 46 426     | 13                        |
| + Sumburgh                    | 669 037    | 279 318       | 157 478    | 77                        | 389 719    | 236 393    | 65                        |
| Swansea                       | 1 331      | 63            | 241        | -74                       | 1 268      | 5 528      | -77                       |
| + Teesside                    | 296 587    | 66 836        | 32 708     | —                         | 229 751    | 181 602    | 27                        |
| Tiree                         | 3 634      | —             | —          | —                         | 3 634      | 3 083      | 18                        |
| Wick                          | 32 265     | 15            | 22         | -32                       | 32 250     | 28 732     | 12                        |
| TOTAL (Incl. London Area)     | 52 160 458 | 38 911 736    | 34 648 197 | 12                        | 13 248 722 | 11 279 030 | 17                        |

(a) Includes Channel Islands Traffic.

xx NOT SUPPLIED

WEF June 1978 Channel Islands is included in Domestic Traffic.

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

Table 3.16

# International Air Passenger Traffic to and from Airports

Comparison with a year earlier

|                                | 1978      |           |         | 1977      |           |         | Percentage<br>change |
|--------------------------------|-----------|-----------|---------|-----------|-----------|---------|----------------------|
|                                | Total     | Sched.    | Charter | Total     | Sched.    | Charter |                      |
| <b>EUROPE</b>                  |           |           |         |           |           |         |                      |
| <b>Austria</b>                 | 237 312   | 151 209   | 86 103  | 228 611   | 134 108   | 94 503  | 4                    |
| London — Vienna                | 187 844   | 131 510   | 56 334  | 179 733   | 124 333   | 55 400  | 5                    |
| Other Routes                   | 49 468    | 19 699    | 29 769  | 48 878    | 9 775     | 39 103  | 1                    |
| <b>Belgium</b>                 | 873 714   | 854 522   | 19 192  | 854 012   | 827 861   | 26 151  | 2                    |
| London — Brussels              | 604 483   | 602 550   | 1 933   | 571 092   | 568 261   | 2 831   | 6                    |
| Other S.E. England — Belgium   | 173 904   | 166 581   | 7 323   | 203 413   | 190 426   | 12 987  | -15                  |
| Other Routes                   | 95 327    | 85 391    | 9 936   | 79 507    | 69 174    | 10 333  | 20                   |
| <b>Denmark</b>                 | 620 688   | 452 513   | 168 175 | 626 465   | 433 594   | 192 871 | -1                   |
| London — Copenhagen            | 430 162   | 363 639   | 66 523  | 461 226   | 361 895   | 99 331  | -7                   |
| Other Routes                   | 190 526   | 88 874    | 101 652 | 165 239   | 71 699    | 93 540  | 15                   |
| <b>Finland</b>                 | 133 767   | 110 947   | 22 820  | 132 596   | 113 821   | 18 775  | 1                    |
| <b>France</b>                  | 3 025 800 | 2 834 722 | 191 078 | 2 903 627 | 2 659 499 | 244 128 | 4                    |
| London — Nice                  | 184 988   | 181 648   | 3 340   | 167 447   | 160 421   | 7 026   | 10                   |
| — Paris                        | 2 010 929 | 1 961 186 | 49 743  | 1 926 245 | 1 863 320 | 62 925  | 4                    |
| — N. France (a)                | 104 460   | 96 409    | 8 051   | 105 729   | 96 657    | 9 072   | -1                   |
| — Other France                 | 295 000   | 255 065   | 39 935  | 285 776   | 225 756   | 60 020  | 3                    |
| Manchester — Paris             | 94 535    | 94 276    | 259     | 82 975    | 82 074    | 901     | 14                   |
| Other U.K. — Paris             | 148 328   | 129 274   | 19 054  | 126 318   | 97 474    | 28 844  | 17                   |
| Luton — Other France           | 18 303    | —         | 18 303  | 19 693    | 10        | 19 683  | -7                   |
| Other S.E. England — France    | 100 138   | 95 979    | 4 159   | 118 133   | 117 669   | 464     | -15                  |
| Other Routes                   | 69 119    | 20 885    | 48 234  | 71 311    | 16 118    | 55 193  | -3                   |
| <b>Germany (Fed. Republic)</b> | 2 700 835 | 2 074 831 | 626 004 | 2 450 737 | 1 804 348 | 646 389 | 10                   |
| London — Dusseldorf            | 401 208   | 349 341   | 51 867  | 354 828   | 302 571   | 52 257  | 13                   |
| — Frankfurt                    | 697 343   | 617 488   | 79 855  | 660 814   | 581 852   | 78 962  | 6                    |
| — Hamburg                      | 314 416   | 272 458   | 41 958  | 276 328   | 228 712   | 47 616  | 14                   |
| — Munich                       | 366 792   | 221 169   | 145 623 | 331 061   | 182 796   | 148 265 | 11                   |
| — Other Germany                | 555 043   | 471 980   | 83 063  | 435 798   | 384 062   | 51 736  | 27                   |
| Luton — Germany                | 146 864   | —         | 146 864 | 187 628   | 465       | 187 163 | -22                  |
| Manchester — Germany           | 130 529   | 97 055    | 33 474  | 120 873   | 87 474    | 33 399  | 8                    |
| Other Routes                   | 88 640    | 45 340    | 43 300  | 83 407    | 36 416    | 46 991  | 6                    |
| <b>Gibraltar</b>               | 80 158    | 52 389    | 27 769  | 69 606    | 53 585    | 16 021  | 15                   |
| <b>Greece</b>                  | 1 161 616 | 438 235   | 723 381 | 883 746   | 370 550   | 513 196 | 31                   |
| <b>Iceland</b>                 | 47 597    | 45 136    | 2 461   | 47 172    | 44 810    | 2 362   | 1                    |
| London — Reykjavik             | 29 564    | 28 858    | 706     | 27 374    | 27 046    | 328     | 8                    |
| Glasgow — Reykjavik            | 16 232    | 16 187    | 45      | 17 750    | 17 638    | 112     | -9                   |
| Other Routes                   | 1 801     | 91        | 1 710   | 2 048     | 126       | 1 922   | -12                  |

Table 3.16 (contd.)

|  | 1978      |           |           | 1977      |           |           | Percentage<br>change |
|--|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|
|  | Total     | Sched.    | Charter   | Total     | Sched.    | Charter   |                      |
| <b>Irish Republic</b>                          | 1 933 420 | 1 904 163 | 29 257    | 1 726 971 | 1 704 667 | 22 304    | 12                   |
| London — Cork                                  | 168 494   | 165 568   | 2 926     | 146 276   | 145 760   | 516       | 15                   |
| — Dublin                                       | 953 012   | 946 950   | 6 062     | 798 508   | 793 375   | 5 133     | 19                   |
| — Shannon                                      | 133 417   | 132 516   | 901       | 115 806   | 115 529   | 277       | 15                   |
| Manchester — Dublin                            | 154 869   | 154 422   | 447       | 146 588   | 145 982   | 606       | 6                    |
| Birmingham — Dublin                            | 134 237   | 132 274   | 1 963     | 126 438   | 125 487   | 951       | 6                    |
| Glasgow — Dublin                               | 94 393    | 94 109    | 284       | 93 864    | 93 648    | 216       | 1                    |
| Liverpool — Dublin                             | 50 688    | 50 032    | 656       | 60 722    | 60 248    | 474       | -17                  |
| Leeds/Bradford — Dublin                        | 31 705    | 31 544    | 161       | 30 579    | 30 511    | 68        | 4                    |
| Edinburgh — Dublin                             | 34 711    | 33 813    | 898       | 38 791    | 35 076    | 3 715     | -11                  |
| Bristol — Dublin                               | 26 739    | 26 454    | 285       | 36 274    | 35 884    | 390       | -26                  |
| Other Routes                                   | 151 155   | 136 481   | 14 674    | 133 125   | 123 167   | 9 958     | 14                   |
| <b>Italy</b>                                   | 2 279 155 | 1 001 344 | 1 277 811 | 2 037 490 | 883 117   | 1 154 373 | 12                   |
| London — Genoa (g)                             | 11 636    | —         | 11 636    | 12 038    | —         | 12 038    | -3                   |
| — Milan  | 512 270   | 335 994   | 176 276   | 471 979   | 304 898   | 167 081   | 9                    |
| — Rimini (g)                                   | 43 036    | —         | 43 036    | 37 092    | —         | 37 092    | 16                   |
| — Rome   | 475 976   | 388 461   | 87 515    | 460 085   | 351 457   | 108 628   | 3                    |
| — Venice                                       | 137 631   | 50 429    | 87 202    | 126 877   | 44 927    | 81 950    | 8                    |
| — Other Italy                                  | 359 834   | 177 699   | 182 135   | 328 555   | 150 393   | 178 162   | 10                   |
| Luton — Rimini                                 | 31 848    | —         | 31 848    | 31 258    | —         | 31 258    | 2                    |
| — Other Italy                                  | 443 600   | —         | 443 600   | 353 040   | 450       | 352 590   | 26                   |
| Other S.E. England — Italy                     | —         | —         | —         | —         | —         | —         | —                    |
| N.England — Italy (h)                          | 106 047   | —         | 106 047   | 103 399   | —         | 103 399   | 3                    |
| Other Routes                                   | 157 277   | 48 761    | 108 516   | 113 167   | 30 992    | 82 175    | 39                   |
| <b>Luxembourg</b>                              | 63 456    | 62 252    | 1 204     | 61 665    | 59 764    | 1 901     | 3                    |
| London — Luxembourg                            | 62 256    | 62 117    | 139       | 60 791    | 59 434    | 1 357     | 2                    |
| Other Routes                                   | 1 200     | 135       | 1 065     | 874       | 330       | 544       | 37                   |
| <b>Netherlands</b>                             | 1 993 564 | 1 960 843 | 32 721    | 1 934 061 | 1 883 212 | 50 849    | 3                    |
| London — Amsterdam                             | 1 171 484 | 1 160 145 | 11 339    | 1 136 901 | 1 118 152 | 18 749    | 3                    |
| — Rotterdam                                    | 205 258   | 203 310   | 1 948     | 193 888   | 193 312   | 576       | 6                    |
| Other S.E. England — Netherlands               | 105 558   | 100 108   | 5 450     | 110 080   | 100 496   | 9 584     | -4                   |
| Manchester — Amsterdam                         | 121 109   | 119 977   | 1 132     | 123 694   | 122 801   | 893       | -2                   |
| Other Routes                                   | 390 155   | 377 303   | 12 852    | 369 498   | 348 451   | 21 047    | 6                    |
| <b>Norway</b>                                  | 559 643   | 397 638   | 162 005   | 590 968   | 392 772   | 198 196   | -5                   |
| London — Oslo                                  | 269 656   | 197 317   | 72 339    | 278 097   | 199 596   | 78 501    | -3                   |
| Other Routes                                   | 289 987   | 200 321   | 89 666    | 312 871   | 193 176   | 119 695   | -7                   |
| <b>Portugal</b>                                | 474 223   | 250 505   | 223 718   | 398 679   | 219 312   | 179 367   | 19                   |
| London — Lisbon                                | 196 649   | 162 875   | 33 774    | 170 602   | 139 655   | 30 947    | 15                   |
| Other Routes                                   | 277 574   | 87 630    | 189 944   | 228 077   | 79 657    | 148 420   | 22                   |
| <b>Soviet Union and<br/>Eastern Europe (b)</b> | 414 051   | 291 056   | 122 995   | 334 933   | 248 527   | 86 406    | 24                   |
| London — Moscow                                | 97 943    | 88 784    | 9 159     | 90 188    | 79 882    | 10 306    | 9                    |
| — Prague                                       | 29 946    | 29 574    | 372       | 27 751    | 27 523    | 228       | 8                    |
| Other Routes                                   | 286 162   | 172 698   | 113 464   | 216 994   | 141 122   | 75 872    | 32                   |



Table 3.16 (contd.)

|                            | 1978      |           |           | 1977      |           |           | Percentage<br>change |
|----------------------------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|
|                            | Total     | Sched.    | Charter   | Total     | Sched.    | Charter   |                      |
| <b>Spain</b>               | 5 553 092 | 1 134 172 | 4 418 920 | 4 617 324 | 1 042 621 | 3 574 703 | 20                   |
| London — Barcelona         | 249 175   | 187 789   | 61 386    | 236 968   | 163 405   | 73 563    | 5                    |
| — Ibiza                    | 124 398   | 23 291    | 101 107   | 88 815    | 13 156    | 75 659    | 40                   |
| — Madrid                   | 466 834   | 402 283   | 64 551    | 419 258   | 350 529   | 68 729    | 11                   |
| — Malaga                   | 357 322   | 150 043   | 207 279   | 298 061   | 150 509   | 147 552   | 20                   |
| — Palma                    | 612 896   | 125 567   | 487 329   | 517 669   | 138 903   | 378 766   | 18                   |
| — Other Spain              | 736 048   | 233 555   | 502 493   | 587 610   | 211 781   | 375 829   | 25                   |
| Luton — Alicante           | 115 215   | —         | 115 215   | 90 398    | —         | 90 398    | 27                   |
| — Barcelona                | 26 452    | —         | 26 452    | 29 438    | —         | 29 438    | -10                  |
| — Gerona                   | 59 890    | —         | 59 890    | 60 826    | —         | 60 826    | -2                   |
| — Ibiza                    | 52 334    | —         | 52 334    | 52 208    | —         | 52 208    | —                    |
| — Palma                    | 168 794   | —         | 168 794   | 161 587   | 144       | 161 443   | 4                    |
| — Other Spain              | 193 944   | —         | 193 944   | 151 489   | 121       | 151 368   | 28                   |
| Other S.E. England — Spain | 946       | —         | 946       | 3 340     | 1 519     | 1 821     | -72                  |
| Manchester — Barcelona     | 35 581    | —         | 35 581    | 40 910    | —         | 40 910    | -13                  |
| — Palma                    | 292 893   | —         | 292 893   | 246 257   | —         | 246 257   | 19                   |
| Other N. England — Spain   | 846 756   | 4 976     | 841 780   | 670 132   | 6 992     | 663 140   | 26                   |
| Scotland — Spain           | 359 022   | 2 903     | 356 119   | 296 249   | 2 805     | 293 444   | 21                   |
| Other Routes               | 854 592   | 3 765     | 850 827   | 666 109   | 2 757     | 663 352   | 28                   |
| <b>Sweden</b>              | 523 850   | 279 745   | 244 105   | 524 274   | 239 579   | 284 695   | 100                  |
| London — Stockholm         | 283 001   | 197 388   | 85 613    | 276 221   | 171 011   | 105 210   | 2                    |
| Other Routes               | 240 849   | 82 357    | 158 492   | 248 053   | 68 568    | 179 485   | -3                   |
| <b>Switzerland</b>         | 1 371 996 | 1 013 477 | 358 519   | 1 289 016 | 886 341   | 402 675   | 6                    |
| London — Basle             | 102 261   | 81 671    | 20 590    | 80 645    | 64 429    | 16 216    | 27                   |
| — Geneva                   | 512 623   | 378 652   | 133 971   | 480 660   | 339 743   | 140 917   | 7                    |
| — Zurich                   | 625 461   | 463 463   | 161 998   | 591 550   | 401 755   | 189 795   | 6                    |
| Luton — Switzerland        | 35 815    | —         | 35 815    | 49 113    | 433       | 48 680    | -27                  |
| Other Routes               | 95 836    | 89 691    | 6 145     | 87 048    | 79 981    | 7 067     | 10                   |
| <b>Yugoslavia</b>          | 427 662   | 171 426   | 256 236   | 285 242   | 147 567   | 137 675   | 50                   |
| London — Dubrovnic         | 62 800    | 8 418     | 54 382    | 31 455    | 7 106     | 24 349    | 200                  |
| — Ljubljana                | 27 391    | 19 676    | 7 715     | 25 014    | 19 273    | 5 741     | 10                   |
| Luton — Yugoslavia         | 17 391    | —         | 17 391    | 19 931    | —         | 19 931    | -13                  |
| Other Routes               | 320 080   | 143 332   | 176 748   | 208 842   | 121 188   | 87 654    | 53                   |
| <b>Other Europe</b>        | 1 129 735 | 688 857   | 440 878   | 917 369   | 597 527   | 319 842   | 23                   |
| <b>WESTERN HEMISPHERE</b>  |           |           |           |           |           |           |                      |
| <b>Canada</b>              | 1 504 925 | 972 930   | 531 995   | 1 510 460 | 911 283   | 599 177   | 100                  |
| London — Montreal          | 199 144   | 188 028   | 11 116    | 202 779   | 183 971   | 18 808    | -2                   |
| — Toronto                  | 508 392   | 339 686   | 168 706   | 528 699   | 320 615   | 208 084   | -4                   |
| — Other Canada             | 421 304   | 255 582   | 165 722   | 406 266   | 235 214   | 171 052   | 4                    |
| Other U.K. — Montreal      | 36 891    | 33 750    | 3 141     | 35 089    | 31 997    | 3 092     | 5                    |
| — Toronto                  | 267 359   | 120 664   | 146 695   | 270 484   | 109 720   | 160 764   | -1                   |
| Other Routes               | 71 835    | 35 220    | 36 615    | 67 143    | 29 766    | 37 377    | 7                    |

Table 3.16 (contd.)

|  | 1978       |            |            | 1977       |            |            | Percentage change |
|--|------------|------------|------------|------------|------------|------------|-------------------|
|  | Total      | Sched.     | Charter    | Total      | Sched.     | Charter    |                   |
| <b>United States</b>                       | 5 137 652  | 4 477 694  | 659 958    | 4 099 546  | 3 091 906  | 1 007 640  | 25                |
| London — New York                          | 1 932 070  | 1 710 534  | 221 536    | 1 621 644  | 1 246 191  | 375 453    | 19                |
| — Other East Coast U.S.A.                  | 1 097 073  | 1 055 377  | 41 696     | 943 003    | 839 888    | 103 115    | 16                |
| — Chicago and Detroit                      | 527 723    | 426 743    | 100 980    | 474 095    | 331 705    | 142 390    | 11                |
| — West Coast U.S.A.                        | 1 032 655  | 852 803    | 179 852    | 777 842    | 549 799    | 228 043    | 33                |
| — Other U.S.A.                             | 368 283    | 325 691    | 42 592     | 97 411     | 25 643     | 71 768     | 378               |
| Other U.K. — New York                      | 142 454    | 102 331    | 40 123     | 138 987    | 95 035     | 43 952     | 2                 |
| Other Routes                               | 37 394     | 4 215      | 33 179     | 46 564     | 3 645      | 42 919     | -20               |
| <b>West Atlantic and Caribbean Islands</b> | 302 744    | 292 844    | 9 900      | 282 843    | 270 774    | 12 069     | 7                 |
| <b>Central and South America</b>           | 145 155    | 143 605    | 1 550      | 117 910    | 114 220    | 3 690      | 23                |
| REST OF THE WORLD                          |            |            |            |            |            |            |                   |
| <b>Canary Islands</b>                      | 655 701    | 50 336     | 605 365    | 563 466    | 51 987     | 511 479    | 16                |
| <b>North Africa (c)</b>                    | 361 752    | 220 221    | 141 531    | 298 854    | 184 537    | 114 317    | 21                |
| <b>East Africa (d)</b>                     | 163 029    | 146 887    | 16 142     | 146 578    | 129 793    | 16 785     | 11                |
| <b>Central Africa (e)</b>                  | 81 499     | 81 351     | 148        | 83 142     | 83 132     | 10         | -2                |
| <b>West Africa (d)</b>                     | 347 589    | 338 936    | 8 653      | 321 166    | 307 740    | 13 426     | 8                 |
| <b>South Africa</b>                        | 330 322    | 329 310    | 1 012      | 311 275    | 309 369    | 1 906      | 6                 |
| <b>Middle East (f)</b>                     | 1 957 813  | 1 913 950  | 43 863     | 1 703 702  | 1 688 091  | 15 611     | 15                |
| <b>India</b>                               | 295 267    | 295 138    | 129        | 256 141    | 256 133    | 8          | 15                |
| <b>Pakistan</b>                            | 130 984    | 130 984    | —          | 117 938    | 117 938    | —          | 11                |
| <b>Far East</b>                            | 822 272    | 792 561    | 29 711     | 753 764    | 714 498    | 39 266     | 9                 |
| <b>Australia and New Zealand</b>           | 429 407    | 428 991    | 416        | 384 757    | 383 949    | 808        | 12                |
| <b>Other Routes n.e.i.</b>                 | 448 783    | 119 159    | 329 624    | 550 015    | 114 574    | 435 441    | -18               |
| <b>ALL ROUTES</b>                          | 38 720 228 | 26 904 879 | 11 815 349 | 34 416 121 | 23 477 106 | 10 939 015 | 13                |

**London** includes Heathrow, Gatwick and Stansted.

**S.E. England** includes Ashford, London, Luton, Lydd, Manston and Southend. WEF June 1978 Southend statistics exclude Channel Is. traffic so percentage change not a true comparison.

**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, Romania 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.

The figures show the uplift and discharge of passengers at United Kingdom airports on services operated there according to their immediate destination or last point of embarkation overseas on those services. These may not, in all cases, be the origin or destination of passenger journeys: they may be places at which a journey was broken or a connection made with another air service. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.

NOTE: All Sumburgh traffic is excluded from 1978 statistics.

Table 3.17

# Domestic Passengers by Main Routes

Comparison with a year earlier.

| Origin/Destination     |                         | 1978      | 1977      | Percentage change |
|------------------------|-------------------------|-----------|-----------|-------------------|
| <b>London (a)</b>      | Aberdeen                | 279 223   | 189 404   | 47·4              |
|                        | Belfast                 | 580 576   | 485 698   | 19·5              |
|                        | Birmingham              | 122 036   | 104 474   | 16·8              |
|                        | Channel Islands         | 512 981   | 487 149   | 5·3               |
|                        | Edinburgh               | 737 992   | 655 822   | 12·5              |
|                        | Glasgow                 | 902 590   | 708 676   | 27·4              |
|                        | Manchester              | 534 899   | 393 527   | 35·9              |
|                        | Newcastle               | 282 038   | 221 437   | 27·4              |
|                        | Tees-side               | 161 516   | 141 087   | 14·5              |
|                        | Other airports          | 390 488   | 239 287   | 63·2              |
| <b>Belfast</b>         | Birmingham              | 69 202    | 63 397    | 9·2               |
|                        | East Midlands           | 38 604    | 33 608    | 14·9              |
|                        | Edinburgh               | 17 456    | 19 099    | -8·6              |
|                        | Glasgow                 | 87 208    | 81 467    | 7·0               |
|                        | Isle of Man             | 31 059    | 31 762    | -2·2              |
|                        | Manchester              | 133 332   | 108 095   | 23·3              |
|                        | Newcastle               | 15 859    | 15 215    | 4·2               |
|                        | Other airports          | 116 864   | 116 216   | 0·6               |
| <b>Channel Islands</b> | Bristol/ Glamorgan      | 49 327    | 50 282    | -1·9              |
|                        | Glasgow                 | 9 133     | 8 564     | 6·6               |
|                        | Leeds/ Bradford         | 15 463    | 10 170    | 52·0              |
|                        | Liverpool               | 6 361     | 7 360     | -13·6             |
|                        | Manchester              | 57 990    | 50 251    | 15·4              |
|                        | Other airports          | 636 079   | 640 603   | -0·7              |
| <b>Edinburgh</b>       | Manchester              | 46 668    | 39 932    | 16·9              |
|                        | Other airports          | 130 606   | 138 167   | -5·5              |
| <b>Glasgow</b>         | Birmingham              | 55 443    | 50 526    | 9·7               |
|                        | East Midlands           | 44 333    | 41 148    | 7·7               |
|                        | Isle of Man             | 18 898    | 18 468    | 2·3               |
|                        | Manchester              | 65 111    | 53 207    | 22·4              |
|                        | Other Scottish airports | 301 624   | 202 878   | 48·7              |
|                        | Other airports          | 53 353    | 40 156    | 32·9              |
| <b>Isle of Man</b>     | Manchester              | 48 013    | 42 481    | 13·0              |
|                        | Newcastle               | 6 430     | 6 900     | -6·8              |
|                        | Other airports          | 185 619   | 183 069   | 1·4               |
| <b>Penzance</b>        | Isles of Scilly         | 91 697    | 87 081    | 5·3               |
| <b>Other Routes</b>    |                         | 431 957   | 500 042   | -13·6             |
| <b>TOTAL</b>           |                         | 7 268 028 | 6 266 705 | 16·0              |

(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 included an estimated component.

**Table 3.18**

## Passengers at UK Airports and Seaports 1977 to 1978

| <b>Airport or Seaport</b> | <b>1978<br/>(000)</b> | <b>1977<br/>(000)</b> | <b>Percentage<br/>change</b> |
|---------------------------|-----------------------|-----------------------|------------------------------|
| Heathrow                  | 26 913                | 23 779                | + 13                         |
| Port of Dover             | 8 422                 | 7 835                 | + 7                          |
| Gatwick                   | 7 841                 | 6 652                 | + 18                         |
| Manchester                | 3 480                 | 2 902                 | + 20                         |
| Luton                     | 2 061                 | 1 952                 | + 6                          |
| Glasgow                   | 2 187                 | 1 781                 | + 23                         |
| Port of Felixstowe        | 836                   | 637                   | + 31                         |
| Port of Folkestone        | 1 643                 | 1 516                 | + 8                          |
| Port of Harwich           | 1 707                 | 1 760                 | — 3                          |
| Belfast                   | 1 177                 | 1 039                 | + 13                         |
| Port of Southampton       | 891                   | 869                   | + 3                          |
| Birmingham                | 1 352                 | 1 112                 | + 22                         |
| Edinburgh                 | 1 159                 | 1 052                 | + 10                         |
| Port of Holyhead          | 1 093                 | 939                   | + 16                         |
| Aberdeen                  | 1 211                 | 959                   | + 26                         |
| Newcastle                 | 814                   | 676                   | + 20                         |
| Prestwick                 | 620                   | 601                   | + 3                          |
| Port of Newhaven          | 615                   | 550                   | + 12                         |
| East Midlands             | 550                   | 478                   | + 15                         |
| Port of Liverpool         | 531                   | 447                   | + 19                         |
| Isle of Man               | 359                   | 341                   | + 5                          |

International passengers only are shown for seaports.  
Terminal and transit passengers are shown for airports.

**Table 3.19**

## International Passengers at UK Airports and Seaports 1977 to 1978

| <b>Airport or Seaport</b> | <b>1978<br/>(000)</b> | <b>1977<br/>(000)</b> | <b>Percentage<br/>change</b> |
|---------------------------|-----------------------|-----------------------|------------------------------|
| Heathrow                  | 22 782                | 20 568                | + 11                         |
| Port of Dover             | 8 422                 | 7 835                 | + 7                          |
| Gatwick                   | 6 966                 | 5 786                 | + 20                         |
| Luton                     | 2 035                 | 1 921                 | + 6                          |
| Manchester                | 2 472                 | 2 054                 | + 20                         |
| Port of Felixstowe        | 836                   | 637                   | + 31                         |
| Port of Folkestone        | 1 643                 | 1 516                 | + 8                          |
| Port of Harwich           | 1 707                 | 1 760                 | — 3                          |
| Port of Southampton       | 891                   | 869                   | + 3                          |
| Port of Holyhead          | 1 093                 | 939                   | + 16                         |
| Birmingham                | 894                   | 700                   | + 28                         |
| Port of Newhaven          | 615                   | 550                   | + 12                         |
| Glasgow                   | 615                   | 547                   | + 12                         |
| Port of Liverpool         | 531                   | 447                   | + 19                         |
| East Midlands             | 370                   | 306                   | + 21                         |
| Prestwick                 | 336                   | 340                   | — 1                          |
| Newcastle                 | 381                   | 318                   | + 20                         |
| Stansted                  | 315                   | 297                   | + 6                          |
| Aberdeen                  | 326                   | 326                   | —                            |
| Southend                  | 198                   | 240                   | — 17                         |

Terminal passengers are shown for airports.

# Passengers Departing from UK Airports on Inclusive Tour Charter Flights

**Table 3.20**

## WINTER (NOVEMBER TO MARCH) 1977/78

|                            | Spain incl.<br>Canaries and Balearics | Italy incl<br>Sicily | Germany | Greece | Switzerland | North Africa | Yugoslavia | Portugal incl.<br>Madeira | France | Other<br>Countries | Total     |
|----------------------------|---------------------------------------|----------------------|---------|--------|-------------|--------------|------------|---------------------------|--------|--------------------|-----------|
| All Airlines               | 489 652                               | 176 067              | 105 767 | 23 310 | 70 776      | 17 318       | 10 434     | 44 387                    | 32 874 | 176 820            | 1 147 405 |
| of which UK Airlines       | 465 390                               | 161 874              | 93 107  | 23 310 | 52 028      | 17 318       | 2 389      | 39 000                    | 25 623 | 97 749             | 977 788   |
| Foreign Airlines           | 24 262                                | 14 193               | 12 660  | —      | 18 748      | —            | 8 045      | 5 387                     | 7 251  | 79 071             | 169 617   |
| UK Originating Traffic     | 468 992                               | 131 651              | 48 543  | 23 310 | 28 603      | 17 318       | 3 111      | 39 523                    | 23 048 | 67 182             | 851 281   |
| of which UK Airlines       | 454 006                               | 131 267              | 48 543  | 23 310 | 28 603      | 17 318       | 2 273      | 37 888                    | 21 257 | 60 378             | 824 843   |
| Foreign Airlines           | 14 986                                | 384                  | —       | —      | —           | —            | 838        | 1 635                     | 1 791  | 6 804              | 26 438    |
| Non-UK Originating Traffic | 20 660                                | 44 416               | 57 224  | —      | 42 173      | —            | 7 323      | 4 864                     | 9 826  | 109 638            | 296 124   |
| of which UK Airlines       | 11 384                                | 30 607               | 44 564  | —      | 23 425      | —            | 116        | 1 112                     | 4 366  | 37 371             | 152 945   |
| Foreign Airlines           | 9 276                                 | 13 809               | 12 660  | —      | 18 748      | —            | 7 207      | 3 752                     | 5 460  | 72 267             | 143 179   |

## SUMMER (APRIL TO OCTOBER) 1978

|                            |           |         |         |         |        |        |         |         |        |         |           |
|----------------------------|-----------|---------|---------|---------|--------|--------|---------|---------|--------|---------|-----------|
| All Airlines               | 1 849 591 | 317 462 | 185 135 | 310 293 | 97 681 | 46 728 | 114 806 | 103 701 | 38 143 | 409 892 | 3 473 432 |
| of which UK Airlines       | 1 641 138 | 296 449 | 161 455 | 310 293 | 64 901 | 43 688 | 26 798  | 86 273  | 20 736 | 135 289 | 2 787 020 |
| Foreign Airlines           | 208 453   | 21 013  | 23 680  | —       | 32 780 | 3 040  | 88 008  | 17 428  | 17 407 | 274 603 | 686 412   |
| UK Originating Traffic     | 1 823 960 | 282 074 | 106 253 | 309 895 | 45 782 | 46 648 | 100 237 | 95 621  | 19 716 | 162 237 | 2 992 423 |
| of which UK Airlines       | 1 633 951 | 282 002 | 106 253 | 309 895 | 45 545 | 43 608 | 26 662  | 85 704  | 17 706 | 115 697 | 2 667 023 |
| Foreign Airlines           | 190 009   | 72      | —       | —       | 237    | 3 040  | 73 575  | 9 917   | 2 010  | 46 540  | 325 400   |
| Non-UK Originating Traffic | 25 631    | 35 388  | 78 882  | 398     | 51 899 | 80     | 14 569  | 8 080   | 18 427 | 247 655 | 481 009   |
| of which UK Airlines       | 7 187     | 14 447  | 55 202  | 398     | 19 356 | 80     | 136     | 569     | 3 030  | 19 592  | 119 997   |
| Foreign Airlines           | 18 444    | 20 941  | 23 680  | —       | 32 543 | —      | 14 433  | 7 511   | 15 397 | 228 063 | 361 012   |

## Cargo by Type and Nationality of Operator 1978

Table 3.21

|                               | Total     | Scheduled Services |          |          |          |                    |           | Charter Flights |           |          |           | Tonnes             |           |
|-------------------------------|-----------|--------------------|----------|----------|----------|--------------------|-----------|-----------------|-----------|----------|-----------|--------------------|-----------|
|                               |           | UK operators       |          |          |          | Overseas operators |           | UK operators    |           |          |           | Overseas operators |           |
|                               |           | British Airways    |          | Others   |          |                    |           | British Airways |           | Others   |           |                    |           |
|                               |           | Set down           | Pick up  | Set down | Pick up  | Set down           | Picked up | Set down        | Picked up | Set down | Picked up | Set down           | Picked up |
| London Area Airports          |           |                    |          |          |          |                    |           |                 |           |          |           |                    |           |
| + Gatwick                     | 109 322.3 | 39.6               | 64.6     | 9 939.6  | 21 068.9 | 1 160.7            | 1 056.9   | 25.1            | 4.6       | 22 986.6 | 48 886.3  | 1 595.3            | 2 494.1   |
| + Heathrow                    | 460 196.8 | 78 685.0           | 79 293.6 | 1 444.8  | 3 435.3  | 128 829.7          | 163 696.2 | 762.4           | 70.1      | 1 028.7  | 1 734.5   | 632.3              | 584.2     |
| + Luton                       | 6 249.2   | —                  | —        | 6.1      | 6.6      | 116.4              | —         | —               | 8.1       | 1 483.0  | 2 329.2   | 988.3              | 1 311.5   |
| + Southend                    | 8 059.0   | —                  | —        | 2 252.0  | 3 109.0  | —                  | 6.0       | —               | —         | 386.0    | 2 219.0   | 11.0               | 76.0      |
| + Stansted                    | 27 885.8  | —                  | —        | —        | —        | 2.1                | 8.7       | 20.5            | 15.3      | 5 597.2  | 17 071.5  | 1 725.3            | 3 445.2   |
| TOTAL (London Area)           | 611 713.1 | 78 724.6           | 79 358.2 | 13 642.5 | 27 619.8 | 130 108.9          | 164 767.8 | 808.0           | 98.1      | 31 481.5 | 72 240.5  | 4 952.2            | 7 911.0   |
| Westland Heliport (Battersea) | —         | —                  | —        | —        | —        | —                  | —         | —               | —         | —        | —         | —                  | —         |
| Other UK Airports             |           |                    |          |          |          |                    |           |                 |           |          |           |                    |           |
| + Aberdeen                    | 6 388.0   | 705.1              | 1 311.6  | 331.0    | 348.3    | —                  | —         | 204.6           | 460.7     | 793.6    | 2 219.0   | 6.7                | 7.4       |
| + Belfast                     | 13 672.3  | 1 089.8            | 2 607.8  | 2 248.3  | 407.6    | 58.0               | 50.2      | —               | —         | 6 968.8  | 201.9     | 22.7               | 17.2      |
| + Benbecula                   | 189.3     | 131.1              | 43.4     | 12.7     | 2.1      | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Birmingham                  | 3 174.7   | 1 009.4            | 705.6    | 279.8    | 88.8     | 400.9              | 490.2     | —               | 0.1       | 95.1     | 42.0      | 57.5               | 5.3       |
| + Blackpool                   | 4 003.0   | —                  | —        | 45.8     | 432.8    | —                  | —         | —               | —         | 6.6      | 3 517.8   | —                  | —         |
| + Bournemouth                 | 9 359.8   | —                  | 1.9      | 4 805.6  | 4 121.4  | —                  | 4.0       | 2.5             | —         | 152.7    | 238.8     | 10.9               | 22.0      |
| + Bristol                     | 511.2     | 62.6               | 56.5     | 61.5     | 20.7     | 107.9              | 82.3      | —               | —         | 7.5      | 37.0      | 38.2               | 37.0      |
| + Cambridge                   | 599.6     | —                  | —        | —        | —        | —                  | —         | —               | —         | 17.9     | 19.3      | 314.2              | 248.2     |
| + Cardiff                     | 243.3     | 11.4               | 133.5    | 35.2     | 15.5     | 17.7               | 13.8      | —               | 0.1       | —        | 7.3       | —                  | 8.8       |
| + Coventry                    | 23.2      | —                  | —        | —        | —        | —                  | —         | —               | —         | 0.1      | 23.1      | —                  | —         |
| + East Midlands               | 6 576.6   | 1.8                | —        | 1 041.7  | 1 132.1  | 16.2               | 17.3      | —               | —         | 606.4    | 2 926.7   | 366.3              | 468.1     |
| + Edinburgh                   | 1 275.2   | 321.7              | 309.1    | 321.6    | 244.2    | 26.8               | 21.9      | —               | —         | 9.3      | 20.0      | 0.6                | —         |
| + Exeter                      | 496.0     | —                  | —        | 67.1     | 221.2    | —                  | —         | —               | —         | —        | 144.8     | —                  | 62.9      |
| + Glasgow                     | 16 707.8  | 6 584.7            | 2 482.9  | 558.0    | 332.1    | 2 720.7            | 3 786.4   | 2.8             | 4.7       | 105.0    | 116.3     | 8.5                | 5.7       |
| + Gloucester/Cheltenham       | —         | —                  | —        | —        | —        | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Hawarden                    | —         | —                  | —        | —        | —        | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Humberside                  | 17.7      | —                  | —        | 6.3      | 5.7      | —                  | —         | —               | —         | 0.9      | 4.8       | —                  | —         |
| + Inverness                   | 356.6     | 47.3               | 308.7    | —        | —        | —                  | —         | —               | —         | 0.3      | 0.3       | —                  | —         |
| + Islay                       | 115.8     | —                  | —        | 66.0     | 49.5     | —                  | —         | —               | —         | 0.2      | 0.1       | —                  | —         |
| + Isle of Man                 | 2 518.3   | 635.8              | 299.3    | 1 472.8  | 110.4    | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Isle of Scilly              | 103.0     | 83.6               | 19.4     | —        | —        | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Kirkwall                    | 550.3     | 370.4              | 134.8    | 8.4      | 11.9     | —                  | —         | 7.2             | 3.8       | 1.0      | 4.3       | —                  | 8.5       |
| + Leeds/Bradford              | 323.7     | 58.2               | 83.3     | 84.7     | 60.3     | 20.5               | 11.3      | —               | —         | 1.6      | 3.8       | —                  | —         |
| + Liverpool                   | 7 909.7   | 227.0              | 557.6    | 73.7     | 93.4     | 45.4               | 115.4     | —               | 0.1       | 169.2    | 4 624.6   | 82.7               | 1 920.6   |
| + Lydd                        | 4 000.8   | —                  | —        | 1 652.0  | 2 348.8  | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Manchester                  | 30 870.7  | 3 560.1            | 2 750.1  | 222.9    | 227.4    | 8 349.7            | 12 467.4  | 2.9             | 14.3      | 301.5    | 2 145.4   | 294.7              | 534.3     |
| + Manston                     | —         | —                  | —        | —        | —        | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Newcastle                   | 1 229.5   | 118.0              | 172.5    | 342.9    | 331.1    | —                  | —         | —               | 0.5       | 214.6    | 15.2      | 7.4                | 27.3      |
| + Norwich                     | 479.7     | —                  | —        | 178.4    | 286.9    | —                  | —         | —               | —         | 4.2      | 6.5       | 2.8                | 0.9       |
| + Penzance Heliport           | 107.2     | 19.4               | 83.6     | —        | —        | —                  | —         | 2.1             | 2.1       | —        | —         | —                  | —         |
| + Prestwick                   | 18 791.9  | 5 817.5            | 2 817.5  | 46.7     | 28.8     | 5 882.1            | 2 415.0   | 0.5             | 1.0       | 1 020.5  | 28.6      | 581.3              | 152.4     |
| + Southampton                 | 2 843.5   | 26.2               | 214.5    | 213.3    | 957.6    | —                  | —         | —               | —         | 8.1      | 508.7     | 11.5               | 903.6     |
| + Stornoway                   | 424.5     | 346.9              | 51.5     | 3.1      | 12.0     | —                  | —         | —               | —         | 1.6      | 1.5       | 0.1                | 7.8       |
| + Sumburgh                    | 2 021.0   | 705.5              | 103.7    | 0.2      | 1.6      | —                  | —         | 103.2           | 317.2     | 464.7    | 366.0     | 16.1               | 2.8       |
| + Swansea                     | —         | —                  | —        | —        | —        | —                  | —         | —               | —         | —        | —         | —                  | —         |
| + Tees-side                   | 383.6     | —                  | —        | 138.6    | 190.5    | —                  | —         | —               | —         | 5.3      | 22.7      | 7.2                | 19.3      |
| + Tiree                       | 13.7      | —                  | —        | 11.7     | 1.6      | —                  | —         | —               | —         | 0.4      | —         | —                  | —         |
| + Wick                        | 129.6     | 35.0               | 10.5     | 5.7      | 6.0      | —                  | —         | —               | —         | 40.0     | 28.5      | 0.3                | 3.6       |
| TOTAL (incl. London Area)     | 746 102.9 | 99 987.6           | 94 513.8 | 27 978.0 | 39 708.5 | 147 754.8          | 184 243.0 | 1 030.6         | 585.5     | 42 013.9 | 89 149.5  | 6 765.8            | 12 371.9  |
| Channel Islands Airports      | 748 183.9 | 100 693.1          | 94 617.5 | 27 978.2 | 39 710.1 |                    |           | 1133.8          | 902.7     | 42 478.6 | 89 515.5  | 6 781.9            | 12 374.7  |
| + Alderney                    | 318.9     | —                  | —        | 277.0    | 40.5     | —                  | —         | —               | —         | 0.7      | 0.7       | —                  | —         |
| + Guernsey                    | 9 029.4   | 38.1               | 32.4     | 1 881.5  | 1 079.9  | 4.0                | 0.2       | —               | —         | 2 165.3  | 3 828.0   | —                  | —         |
| + Jersey                      | 9 378.0   | 609.1              | 253.8    | 4 902.4  | 3 038.8  | 8.9                | 1.1       | —               | —         | 322.5    | 240.8     | 0.5                | 0.1       |
| TOTAL (Channel Is. Airports)  | 18 726.3  | 647.2              | 286.2    | 7 060.9  | 4 159.2  | 12.9               | 1.3       | —               | —         | 2 488.5  | 4 069.5   | 0.5                | 0.1       |

Note. x x not supplied.

Sumburgh now included, totals amended MP 5/2/80

# Cargo for 1978

## Total compared with one year earlier

Table 3.22

TONNES

|                               | International       |            |                   |            | Domestic            |            |                   |            | 1978            |            | 1977            |            | Percentage change on 1977 |         |     |     |       |     |        |   |
|-------------------------------|---------------------|------------|-------------------|------------|---------------------|------------|-------------------|------------|-----------------|------------|-----------------|------------|---------------------------|---------|-----|-----|-------|-----|--------|---|
|                               | Scheduled Passenger | Cargo only | Charter Passenger | Cargo only | Scheduled Passenger | Cargo only | Charter Passenger | Cargo only | Total Passenger | Cargo only | Total Passenger | Cargo only |                           |         |     |     |       |     |        |   |
| London Area Airports          |                     |            |                   |            |                     |            |                   |            |                 |            |                 |            |                           |         |     |     |       |     |        |   |
| + Gatwick                     | 14 370              | 13 448     | 623               | 73 352     | 2 260               | 3 252      | 11                | 2 007      | 17 264          | 92 059     | 13 360          | 81 797     | 29.2                      | 12.5    |     |     |       |     |        |   |
| + Heathrow                    | 265 072             | 178 908    | 148               | 4 652      | 4 853               | 6 551      | —                 | 12         | 270 073         | 190 123    | 245 038         | 192 663    | 10.2                      | - 1.3   |     |     |       |     |        |   |
| + Luton                       | 6                   | 116        | 1 448             | 3 909      | 1                   | 5          | 23                | 740        | 1 478           | 4 770      | 1 837           | 4 192      | - 19.5                    | 13.8    |     |     |       |     |        |   |
| + Southend                    | 5 352               | —          | 2 334             | —          | 10                  | —          | 364               | —          | 8 060           | —          | 6 353           | —          | 26.9                      | —       |     |     |       |     |        |   |
| + Stansted                    | 11                  | —          | 3 803             | 23 871     | —                   | —          | 59                | 142        | 3 873           | 24 013     | 5 043           | 22 379     | - 23.2                    | 7.3     |     |     |       |     |        |   |
| TOTAL (London Area)           | 284 811             | 192 472    | 8 356             | 105 784    | 7 124               | 9 808      | 457               | 2 901      | 300 748         | 310 965    | 271 631         | 301 031    | 10.7                      | 3.3     |     |     |       |     |        |   |
| Westland Heliport (Battersea) | —                   | —          | —                 | —          | —                   | —          | —                 | —          | —               | —          | —               | —          | —                         | —       |     |     |       |     |        |   |
| Other UK Airports             |                     |            |                   |            |                     |            |                   |            |                 |            |                 |            |                           |         |     |     |       |     |        |   |
| + Aberdeen                    | 474                 | 1          | 2 521             | 225        | 2 224               | 1          | 781               | 165        | 6 000           | 392        | 5 441           | 429        | 10.3                      | - 8.6   |     |     |       |     |        |   |
| + Belfast                     | 101                 | 7          | —                 | 209        | 4 714               | 1 639      | 28                | 6 973      | 4 843           | 8 828      | 4 553           | 7 736      | 6.4                       | 14.1    |     |     |       |     |        |   |
| + Benbecula                   | —                   | —          | —                 | —          | 188                 | —          | —                 | —          | 188             | —          | 177             | —          | 6.2                       | —       |     |     |       |     |        |   |
| + Birmingham                  | 2 177               | 111        | 45                | 154        | 685                 | 1          | —                 | —          | 2 907           | 266        | 2 851           | 369        | 2.0                       | - 27.9  |     |     |       |     |        |   |
| + Blackpool                   | 80                  | —          | —                 | 10         | 355                 | 44         | 18                | 3 496      | 453             | 3 550      | 461             | 812        | - 1.7                     | 337.2   |     |     |       |     |        |   |
| + Bournemouth                 | 1                   | 8          | 4                 | 95         | 28                  | 8 896      | —                 | 327        | 33              | 9 326      | 65              | 8 814      | - 49.2                    | 5.8     |     |     |       |     |        |   |
| + Bristol                     | 297                 | 3          | 11                | 109        | 91                  | —          | —                 | —          | 399             | 112        | 554             | 6          | - 28.0                    | 1 766.7 |     |     |       |     |        |   |
| + Cambridge                   | —                   | —          | 599               | —          | —                   | —          | 2                 | —          | 601             | —          | 720             | 27         | - 16.5                    | —       |     |     |       |     |        |   |
| + Cardiff                     | 121                 | 16         | —                 | 16         | 89                  | —          | —                 | —          | 210             | 32         | 266             | 69         | - 20.0                    | - 53.6  |     |     |       |     |        |   |
| + Coventry                    | —                   | —          | —                 | 18         | —                   | —          | —                 | 5          | —               | 23         | 22              | 61         | —                         | - 62.3  |     |     |       |     |        |   |
| + East Midlands               | 456                 | 692        | 75                | 3 868      | 634                 | 425        | 9                 | 415        | 1 174           | 5 400      | 1 173           | 3 883      | 0.1                       | 39.1    |     |     |       |     |        |   |
| + Edinburgh                   | 230                 | —          | 21                | 8          | 1 015               | 1          | 1                 | —          | 1 267           | 9          | 1 270           | 52         | - 0.2                     | - 82.7  |     |     |       |     |        |   |
| + Exeter                      | 22                  | —          | —                 | 208        | 266                 | —          | —                 | —          | 288             | 208        | 357             | 54         | - 19.3                    | 285.2   |     |     |       |     |        |   |
| + Glasgow                     | 2 087               | 5 308      | 4                 | 78         | 2 764               | 6 306      | 51                | 111        | 4 906           | 11 803     | 5 055           | 11 910     | - 2.9                     | - 0.9   |     |     |       |     |        |   |
| + Gloucester/Cheltenham       | —                   | —          | —                 | —          | —                   | —          | —                 | —          | —               | —          | —               | —          | —                         | —       |     |     |       |     |        |   |
| + Hawarden                    | —                   | —          | —                 | —          | —                   | —          | —                 | —          | —               | —          | —               | —          | —                         | —       |     |     |       |     |        |   |
| + Humberside                  | 9                   | —          | —                 | 5          | 3                   | —          | —                 | 1          | 12              | 6          | —               | 31         | —                         | - 80.6  |     |     |       |     |        |   |
| + Inverness                   | —                   | —          | —                 | —          | 356                 | —          | —                 | —          | 356             | —          | 383             | 1          | - 7.0                     | —       |     |     |       |     |        |   |
| + Isley                       | —                   | —          | —                 | —          | 115                 | —          | —                 | —          | 115             | —          | 78              | —          | 47.4                      | —       |     |     |       |     |        |   |
| + Isle of Man                 | 5                   | —          | —                 | —          | 1 206               | 1 306      | —                 | —          | 1 211           | 1 306      | 1 151           | 1 447      | 5.2                       | - 9.7   |     |     |       |     |        |   |
| + Isle of Scilly              | 13                  | —          | —                 | —          | 89                  | —          | —                 | —          | 102             | —          | 90              | —          | 13.3                      | —       |     |     |       |     |        |   |
| + Kirkwall                    | —                   | —          | 1                 | 10         | 524                 | —          | 12                | 3          | 537             | 13         | 544             | 9          | - 1.3                     | 44.4    |     |     |       |     |        |   |
| + Leeds/Bradford              | 147                 | 1          | 1                 | 4          | 171                 | —          | —                 | —          | 319             | 5          | 369             | 3          | - 13.6                    | 66.7    |     |     |       |     |        |   |
| + Liverpool                   | 119                 | 78         | 34                | 2 134      | 631                 | 286        | —                 | 4 629      | 784             | 7 127      | 1 043           | 8 207      | - 24.8                    | - 13.2  |     |     |       |     |        |   |
| + Lydd                        | 4                   | 3 997      | —                 | —          | —                   | —          | —                 | —          | 4               | 3 997      | 6               | 4 102      | - 33.3                    | - 2.6   |     |     |       |     |        |   |
| + Manchester                  | 7 731               | 17 684     | 22                | 2 369      | 2 024               | 137        | —                 | 903        | 9 777           | 21 093     | 8 642           | 25 560     | 13.1                      | - 17.5  |     |     |       |     |        |   |
| + Manston                     | —                   | —          | —                 | —          | —                   | —          | —                 | —          | —               | —          | —               | —          | —                         | —       |     |     |       |     |        |   |
| + Newcastle                   | 479                 | —          | 8                 | 31         | 421                 | 63         | 2                 | 225        | 910             | 319        | 797             | 34         | 14.2                      | —       |     |     |       |     |        |   |
| + Norwich                     | 273                 | —          | 8                 | 3          | 192                 | —          | 1                 | 3          | 474             | 6          | 501             | 31         | - 5.4                     | - 80.6  |     |     |       |     |        |   |
| + Penzance Heliport           | 13                  | —          | 4                 | —          | 89                  | —          | —                 | —          | 106             | —          | 90              | —          | 17.8                      | 1—      |     |     |       |     |        |   |
| + Prestwick                   | 1 777               | 13 154     | 1                 | 1 760      | 75                  | 2 003      | 2                 | 23         | 1 855           | 16 940     | 1 929           | 15 354     | - 3.8                     | 10.3    |     |     |       |     |        |   |
| + Southampton                 | 50                  | 52         | 84                | 1 334      | 1 261               | 50         | —                 | 14         | 1 395           | 1 450      | 1 193           | 563        | 16.9                      | 157.5   |     |     |       |     |        |   |
| + Stornoway                   | —                   | —          | —                 | —          | 413                 | —          | 1                 | 9          | 414             | 9          | 400             | 5          | 3.5                       | 80.0    |     |     |       |     |        |   |
| + Sumburgh                    | xxx                 | xxx        | xxx               | 624        | xxx                 | 100        | xxx               | 309        | xxx             | 477        | xxx             | 75         | xxx                       | 1410    | xxx | 176 | 1 695 | 176 | - 12.7 | — |
| + Swansea                     | —                   | —          | —                 | —          | —                   | —          | —                 | —          | —               | —          | 17              | —          | —                         | —       | —   | —   | —     | —   | —      | — |
| + Tees-side                   | 26                  | —          | 19                | 36         | 303                 | —          | —                 | —          | 348             | 36         | 322             | 135        | 8.1                       | - 73.3  | —   | —   | —     | —   | —      | — |
| + Tiree                       | —                   | —          | —                 | —          | 13                  | —          | —                 | —          | 13              | —          | 12              | —          | 8.3                       | —       | —   | —   | —     | —   | —      | — |
| + Wick                        | —                   | —          | —                 | 24         | 57                  | —          | 21                | 28         | 78              | 52         | 66              | 9          | 18.2                      | 477.8   | —   | —   | —     | —   | —      | — |
| TOTAL (incl. London Area)     | 301 503             | 233 584    | 11 818            | 118 492    | 28 120              | 30 966     | 1 386             | 20 231     | 342 827         | 403 273    | 313 924         | 390 920    | 9.2                       | 3.2     |     |     |       |     |        |   |
| Channel Islands Airports      |                     |            |                   |            |                     |            |                   |            |                 |            |                 |            |                           |         |     |     |       |     |        |   |
| + Alderney                    | —                   | —          | —                 | —          | —                   | —          | —                 | —          | 322             | —          | 282             | —          | —                         | 14.2    |     |     |       |     |        |   |
| + Guernsey                    | —                   | —          | —                 | —          | —                   | —          | —                 | —          | 9 029           | —          | 8 882           | —          | —                         | 1.7     |     |     |       |     |        |   |
| + Jersey                      | —                   | —          | —                 | —          | —                   | —          | —                 | —          | 9 379           | —          | 10 046          | —          | —                         | - 6.6   |     |     |       |     |        |   |
| TOTAL (Channel Is. Airports)  | —                   | —          | —                 | —          | —                   | —          | —                 | —          | 18 730          | —          | 19 210          | —          | —                         | - 2.5   |     |     |       |     |        |   |

Note. x x not supplied

## **Part 4**

# **International Civil Aviation Statistics**



# World Airlines—Scheduled Services 1977

Table 4.1

|  | Aircraft movements |         | Passengers carried |         | Average passenger load |         | Passenger load factors |      | Cargo tonne-km    |         | Average cargo load |         | Capacity tonne-km |         | Load tonne-km     |         | Weight load factor % |      |
|--|--------------------|---------|--------------------|---------|------------------------|---------|------------------------|------|-------------------|---------|--------------------|---------|-------------------|---------|-------------------|---------|----------------------|------|
|  | Percentage change  |         | Percentage change  |         | Percentage change      |         |                        |      | Percentage change |         | Percentage change  |         | Percentage change |         | Percentage change |         |                      |      |
|  | 000s               | on 1976 | on 1976            | on 1976 | millions               | on 1976 | 1977                   | 1976 | millions          | on 1976 | tonnes             | on 1976 | millions          | on 1976 | millions          | on 1976 | 1977                 | 1976 |
| <b>North American airlines</b>   |                    |         |                    |         |                        |         |                        |      |                   |         |                    |         |                   |         |                   |         |                      |      |
| International services   | 618                | -4.0    | 23.3               | 6.9     | 115                    | 47.4    | 57                     | 55   | 3 126             | 6.7     | 5.45               | 1.1     | 19 093            | 5.9     | 9 689             | 8.5     | 51                   | 50   |
| Domestic services  | 9 946              | 2.5     | 235.5              | 7.5     | 76                     | -26.9   | .                      | 56   | 5 347             | 5.3     | 1.48               | 1.0     | 63 506            | 5.3     | 31 284            | 6.7     | 49                   | 49   |
| TOTAL  | 10 564             | 2.1     | 258.8              | 7.5     | 81                     | 9.5     | 56                     | 56   | 8 473             | 5.8     | 2.03               | 1.0     | 82 599            | 5.4     | 40 973            | 7.1     | 50                   | 49   |
| <b>European airlines†</b>  |                    |         |                    |         |                        |         |                        |      |                   |         |                    |         |                   |         |                   |         |                      |      |
| International services   | 2 152              | 2.8     | 60.9               | 7.6     | 99                     | 5.3     | 59                     | 57   | 6 385             | 15.4    | 4.67               | 12.8    | 33 454            | 6.3     | 18 980            | 10.3    | 57                   | 55   |
| Domestic services  | 2 128              | 0.7     | 51.1               | 5.4     | 68                     | 9.7     | ..                     | 62   | 303               | 16.1    | 0.81               | 17.4    | 4 363             | 3.1     | 2 598             | 9.4     | 60                   | 56   |
| TOTAL  | 4 280              | 1.7     | 112.0              | 6.6     | 92                     | 5.7     | 66                     | 58   | 6 688             | 15.5    | 3.84               | 13.6    | 37 817            | 5.9     | 21 578            | 10.2    | 57                   | 55   |
| <b>United Kingdom airlines</b><br>(included in European)                 |                    |         |                    |         |                        |         |                        |      |                   |         |                    |         |                   |         |                   |         |                      |      |
| International services   | 502                | 20.1    | 13.9               | 23.0    | 115                    | 1.8     | 60                     | 60   | 973               | 27.9    | 3.34               | 11.7    | 7 340             | 18.1    | 4 223             | 20.2    | 58                   | 57   |
| Domestic services  | 324                | 3.8     | 5.6                | 8.9     | 48                     | -4.0    | 62                     | 61   | 11                | -21.4   | 0.26               | -10.4   | 330               | -15.0   | 192               | -9.4    | 58                   | 55   |
| TOTAL  | 826                | 13.2    | 19.5               | 11.4    | 107                    | 3.9     | 60                     | 60   | 984               | 27.0    | 2.94               | 14.4    | 7 670             | 16.2    | 4 415             | 18.5    | 58                   | 57   |
| <b>Other airlines*</b>   |                    |         |                    |         |                        |         |                        |      |                   |         |                    |         |                   |         |                   |         |                      |      |
| International services   | 1 372              | 3.0     | 41.9               | 11.1    | 104                    | 18.2    | 55                     | 57   | 5 355             | 15.5    | 4.51               | 20.6    | 30 385            | 11.8    | 16 952            | 13.6    | 56                   | 55   |
| Domestic services  | 4 030              | 0.6     | 103.4              | 13.0    | 71                     | 16.4    | ..                     | 65   | 785               | -2.7    | 0.87               | 7.4     | 11 198            | 6.1     | 6 469             | 9.6     | 58                   | 56   |
| TOTAL  | 5 402              | 1.2     | 145.3              | 12.5    | 89                     | 17.1    | 61                     | 59   | 6 140             | 12.8    | 2.88               | 9.9     | 41 583            | 10.2    | 23 421            | 12.5    | 56                   | 55   |
| <b>Total world airlines*</b>   |                    |         |                    |         |                        |         |                        |      |                   |         |                    |         |                   |         |                   |         |                      |      |
| International services   | 4 142              | 1.8     | 126.0              | 8.5     | 104                    | 8.3     | 59                     | 57   | 14 846            | 13.5    | 4.75               | 10.7    | 82 932            | 8.2     | 45 621            | 11.1    | 55                   | 54   |
| Domestic services  | 16 104             | 1.8     | 390.0              | 8.6     | 74                     | 4.2     | .                      | 57   | 6 436             | 4.7     | 1.30               | 1.6     | 79 067            | 5.3     | 40 351            | 7.3     | 51                   | 50   |
| TOTAL  | 20 246             | 1.8     | 516.0              | 8.6     | 86                     | 6.2     | 61                     | 57   | 21 282            | 10.7    | 2.64               | 7.8     | 161 999           | 6.7     | 85 972            | 9.3     | 53                   | 52   |
| TOTAL including USSR   | ..                 |         | 610.0              | 5.9     | ..                     | .       | 61                     | 60   | 23 622            | 10.2    | ..                 | ..      | 180 514           | 6.6     | 100 396           | 7.8     | 56                   | 55   |
| United Kingdom airlines<br>percentage share of<br>international services | 12.1               |         | 11.0               |         |                        |         |                        |      | 6.6               |         |                    |         | 8.9               |         | 9.3               |         |                      |      |

†Excluding USSR

\*Excluding USSR, also China and other non-ICAO States

Source: International Civil Aviation Organisation

# Traffic at Major World Airports 1977

(Airports which handled about 6 million or more terminal passengers\* shown in decending order)

**Table 4.2**

| Location            | Airport                | Country        | Total Aircraft Movements |                           | Air Transport Movements |                           | Terminal Passengers* |                           | Total Cargo†  |                           |
|---------------------|------------------------|----------------|--------------------------|---------------------------|-------------------------|---------------------------|----------------------|---------------------------|---------------|---------------------------|
|                     |                        |                | (000s)                   | Percentage change on 1976 | (000s)                  | Percentage change on 1976 | (000s)               | Percentage change on 1976 | Tonnes (000s) | Percentage change on 1976 |
| Chicago             | O'Hare                 | USA            | 749.3                    | 4.3                       | 580.1                   | -5.2                      | 43 381               | 4.8                       | 794.9         | 6.3                       |
| Atlanta             | Hartsfield             | USA            | 516.6                    | 5.4                       | 470.1                   | 6.6                       | 29 978               | 9.8                       | 326.0         | 41.7                      |
| Los Angeles         | International          | USA            | 501.0                    | 3.8                       | 431.8                   | 21.1                      | 28 362               | 9.2                       | 610.0         | 2.0                       |
| London              | Heathrow               | United Kingdom | 265.0                    | -4.7                      | 243.0                   | -5.2                      | 23 387               | 0.6                       | 442.1         | 6.3                       |
| Tokyo               | Haneda                 | Japan          | 168.5                    | 0.1                       | ..                      | ..                        | 23 191               | 19.3                      | 443.4         | 4.0                       |
| New York            | J. F. Kennedy          | USA            | 315.6                    | 3.4                       | 294.1                   | 2.4                       | 22 546               | 7.2                       | 1 191.0       | 15.7                      |
| San Francisco       | International          | USA            | 344.8                    | 0.7                       | 290.8                   | -0.9                      | 20 249               | 15.3                      | 392.0         | 0.3                       |
| Denver              | Stapleton              | USA            | 466.0                    | 11.4                      | 302.4                   | 14.3                      | 15 282               | 11.6                      | 112.5         | 10.6                      |
| New York            | La Guardia             | USA            | 326.6                    | 4.2                       | 238.9                   | -9.4                      | 15 088               | 7.1                       | 49.0          | 1.4                       |
| Frankfurt           | Rhein-Main             | West Germany   | 212.2                    | 1.9                       | 196.7                   | 1.8                       | 14 969               | 13.7                      | 541.1         | 9.5                       |
| Osaka               | International          | Japan          | ..                       | ..                        | 130.0                   | -0.9                      | 13 935               | 17.2                      | 126.0         | 6.7                       |
| Miami               | International          | USA            | 314.0                    | 4.4                       | 234.0                   | 6.4                       | 13 736               | 6.6                       | 448.0         | 12.6                      |
| Washington          | National               | USA            | 331.4                    | 1.6                       | 212.0                   | 2.6                       | 12 612               | 7.5                       | 38.0          | 0.5                       |
| Paris               | Orly                   | France         | 170.6                    | 12.3                      | 161.9                   | 12.0                      | 12 557               | 17.7                      | 162.9         | 16.9                      |
| Dallas — Fort Worth | Regional               | USA            | 385.5                    | 7.4                       | 320.2                   | 9.0                       | 12 331               | 8.5                       | 82.4          | 11.4                      |
| Toronto             | International          | Canada         | 243.2                    | -0.7                      | 175.7                   | -0.6                      | 12 305               | 8.7                       | 152.5         | 3.7                       |
| Honolulu            | International          | USA            | 330.0                    | 2.9                       | 114.2                   | 5.4                       | 12 209               | 7.4                       | 152.2         | -6.2                      |
| Boston              | Logan                  | USA            | 281.4                    | 5.9                       | 250.2                   | 7.9                       | 12 191               | 7.0                       | 161.8         | 9.5                       |
| Rome**              | Fiumicino/Ciampino     | Italy          | 173.8                    | 0.7                       | 157.4                   | -3.3                      | 10 567               | 12.8                      | 154.8         | 1.3                       |
| Madrid              | Barajas                | Spain          | 123.6                    | 1.3                       | 119.9                   | 1.7                       | 9 374                | 11.4                      | 147.7         | 19.1                      |
| Detroit             | Metropolitan           | USA            | 262.0                    | 5.9                       | 166.6                   | 4.3                       | 8 604                | 6.6                       | 159.9         | 9.2                       |
| Amsterdam           | Schiphol               | Netherlands    | 183.8                    | 4.2                       | 136.3                   | 3.1                       | 8 591                | 8.7                       | 274.4         | 6.6                       |
| Philadelphia        | International          | USA            | 330.6                    | 6.4                       | 243.0                   | 10.7                      | 8 570                | 5.5                       | 119.0         | 8.9                       |
| Copenhagen          | Kastrup                | Denmark        | 163.8                    | 0.1                       | 147.2                   | -0.3                      | 8 472                | 5.2                       | 156.3         | 8.2                       |
| Paris               | Charles de Gaulle      | France         | 99.9                     | 4.5                       | 86.9                    | 6.4                       | 8 414                | 11.9                      | 284.0         | 14.9                      |
| Houston             | International          | USA            | 240.5                    | 15.9                      | 145.3                   | 11.6                      | 7 997                | 17.0                      | 51.6          | 24.3                      |
| Las Vegas           | McCarren International | USA            | 320.4                    | 6.8                       | 141.4                   | 1.9                       | 7 965                | 3.6                       | 12.3          | ..                        |
| Minneapolis/St Paul | International          | USA            | 263.7                    | 4.7                       | 136.2                   | 3.6                       | 7 797                | 5.6                       | 76.8          | 3.9                       |
| New York            | Newark                 | USA            | 179.5                    | 3.9                       | 150.5                   | 3.8                       | 7 304                | 8.2                       | 108.7         | ..                        |
| Athens              | Hellenikon             | Greece         | 120.5                    | 6.4                       | 99.7                    | 6.5                       | 7 275                | 14.0                      | 49.8          | 10.9                      |
| Zurich              | Kloten                 | Switzerland    | 145.1                    | 3.8                       | 109.2                   | 3.9                       | 7 066                | 9.8                       | 139.1         | 10.4                      |
| Palma de Mallorca   | Son San Juan           | Spain          | 76.0                     | 8.1                       | 74.7                    | 8.3                       | 7 047                | 11.4                      | 28.3          | 15.5                      |
| Seattle/Tacoma      | International          | USA            | 175.5                    | 1.0                       | 149.0                   | 1.5                       | 6 815                | 0.4                       | 165.0         | 1.4                       |
| Sydney              | Kingsford-Smith        | Australia      | 161.8                    | 3.7                       | 105.5                   | -21.3                     | 6 779                | 4.4                       | 104.3         | 38.3                      |
| St. Louis           | Lambert                | USA            | 322.0                    | 0.3                       | 176.0                   | 0.3                       | 6 680                | ..                        | 50.5          | 2.2                       |
| London              | Gatwick                | United Kingdom | 110.2                    | 1.2                       | 84.4                    | 5.8                       | 6 588                | 15.3                      | 95.8          | 20.2                      |
| Cleveland           | Hopkins                | USA            | 244.3                    | 3.8                       | 149.2                   | 8.1                       | 6 377                | 6.5                       | 111.7         | 3.8                       |

Ø Estimated Data

\*Terminal Passengers carried on air transport flights (includes passengers in connecting transit)

\*\*Data for two airports serving the city are combined

†Cargo carried on air transport flights

Sources: British Airports Authority

International Civil Aviation Organisation

# Size Structure of Airports in the Western World 1977

Table 4.3

## Total Air Transport Movements (000s)

| Location            | Airport       | Country or State   | 1977  | 1976  | Percentage Change |
|---------------------|---------------|--------------------|-------|-------|-------------------|
| Chicago             | O'Hare        | Illinois, USA      | 580.1 | 611.9 | -5.2              |
| Atlanta             | Hartsfield    | Georgia, USA       | 470.1 | 440.9 | 6.6               |
| Los Angeles         | International | California, USA    | 431.8 | 356.5 | 21.1              |
| Dallas — Fort Worth | Regional      | Texas, USA         | 320.2 | 293.7 | 9.0               |
| Denver              | Stapleton     | Colorado, USA      | 302.4 | 264.6 | 14.3              |
| New York            | J. F. Kennedy | New York, USA      | 294.1 | 287.1 | 2.4               |
| San Francisco       | International | California, USA    | 290.8 | 293.5 | -0.9              |
| Boston              | Logan         | Massachusetts, USA | 250.2 | 231.9 | 7.9               |
| London              | Heathrow      | United Kingdom     | 243.0 | 256.3 | -5.2              |
| Philadelphia        | International | Pennsylvania, USA  | 243.0 | 219.5 | 10.7              |
| New York            | La Guardia    | New York, USA      | 238.9 | 263.7 | -9.4              |
| Miami               | International | Florida, USA       | 234.0 | 220.0 | 6.4               |

## International Air Transport Movements (000s)

|            |                    |                  |       |       |       |
|------------|--------------------|------------------|-------|-------|-------|
| London     | Heathrow           | United Kingdom   | 199.1 | 206.4 | -3.5  |
| Amsterdam  | Schipol            | Netherlands      | 129.9 | 125.8 | 3.3   |
| Frankfurt  | Rhein-Main         | West Germany     | 128.1 | 129.4 | -1.0  |
| Copenhagen | Kastrup            | Denmark          | 115.2 | 115.9 | -0.6  |
| Zurich     | Kloten             | Switzerland      | 102.3 | 101.4 | 0.9   |
| New York   | J. F. Kennedy      | New York, USA    | 96.4  | 95.1  | 1.4   |
| Rome**     | Fiumicino/Ciampino | Italy            | ..    | 91.7  | ..    |
| Paris      | Orly               | France           | 91.6  | 76.4  | 19.9  |
| Paris      | Charles de Gaulle  | France           | 86.8  | 82.0  | 5.9   |
| San Juan   | Puerto Rico Intl.  | Puerto Rico, USA | 86.20 | 95.9  | -10.1 |
| Brussels   | National           | Belgium          | 74.9  | 74.3  | 0.8   |
| Athens     | Hellenikon         | Greece           | 65.9  | 59.2  | 11.3  |

## Terminal Passengers\* (000s)

|               |               |                 |        |        |      |
|---------------|---------------|-----------------|--------|--------|------|
| Chicago       | O'Hare        | Illinois, USA   | 43 381 | 41 376 | 4.8  |
| Atlanta       | Hartsfield    | Georgia, USA    | 29 978 | 27 299 | 9.8  |
| Los Angeles   | International | California, USA | 28 362 | 25 983 | 9.2  |
| London        | Heathrow      | United Kingdom  | 23 387 | 23 242 | 0.6  |
| Tokyo         | Haneda        | Japan           | 23 191 | 19 437 | 19.3 |
| New York      | J. F. Kennedy | New York, USA   | 22 546 | 21 033 | 7.2  |
| San Francisco | International | California, USA | 20 249 | 17 564 | 15.3 |
| Denver        | Stapleton     | Colorado, USA   | 15 282 | 13 699 | 11.6 |
| New York      | La Guardia    | New York, USA   | 15 088 | 14 089 | 7.1  |
| Frankfurt     | Rhein-Main    | West Germany    | 14 969 | 13 170 | 13.7 |
| Osaka         | International | Japan           | 13 935 | 11 893 | 17.2 |
| Miami         | International | Florida, USA    | 13 736 | 12 884 | 6.6  |

## Terminal Passengers\* on International Flights (000s)

| Location   | Airport            | Country or State | 1977   | 1976   | Percentage Change |
|------------|--------------------|------------------|--------|--------|-------------------|
| London     | Heathrow           | United Kingdom   | 20 568 | 19 726 | 4.3               |
| New York   | J. F. Kennedy      | New York, USA    | 11 490 | 10 722 | 7.2               |
| Frankfurt  | Rhein-Main         | West Germany     | 9 634  | 8 977  | 7.3               |
| Amsterdam  | Schipol            | Netherlands      | 8 444  | 7 743  | 9.1               |
| Paris      | Charles de Gaulle  | France           | 7 550  | 6 751  | 11.8              |
| Paris      | Orly               | France           | 7 543  | 6 016  | 25.4              |
| Copenhagen | Kastrup            | Denmark          | 6 795  | 6 471  | 5.0               |
| Zurich     | Kloten             | Switzerland      | 6 741  | 5 855  | 15.1              |
| Tokyo      | Haneda             | Japan            | 6 5170 | 5 686  | 14.6              |
| Rome**     | Fiumicino/Ciampino | Italy            | ..     | 5 825  | ..                |
| London     | Gatwick            | United Kingdom   | 5 786  | 5 038  | 14.8              |
| Toronto    | International      | Canada           | 5 516  | 5 030  | 9.7               |

## Cargo† (tonnes 000s)

|               |                   |                 |       |       |      |
|---------------|-------------------|-----------------|-------|-------|------|
| New York      | J. F. Kennedy     | New York, USA   | 1 191 | 1 029 | 15.7 |
| Chicago       | O'Hare            | Illinois, USA   | 795   | 748   | 6.3  |
| Los Angeles   | International     | California, USA | 610   | 598   | 2.0  |
| Frankfurt     | Rhein-Main        | West Germany    | 541   | 494   | 9.5  |
| Miami         | International     | Florida, USA    | 448   | 398   | 12.6 |
| Tokyo         | Haneda            | Japan           | 443   | 426   | 4.0  |
| London        | Heathrow          | United Kingdom  | 442   | 416   | 6.3  |
| San Francisco | International     | California, USA | 392   | 391   | 0.3  |
| Atlanta       | Hartsfield        | Georgia, USA    | 326   | 230   | 41.7 |
| Paris         | Charles de Gaulle | France          | 284   | 247   | 14.9 |
| Amsterdam     | Schipol           | Netherlands     | 274   | 257   | 6.6  |
| Hong Kong     | Kai Tak           | Hong Kong       | 174   | 163   | 6.7  |

\*Terminal Passengers carried on air transport flights (includes passengers in connecting transit)

\*\*Data for two airports serving the city are combined

‡Estimated data

†Cargo carried on air transport flights

Sources: International Civil Aviation Organisation  
British Airports Authority

# Major Western European Airports — Aircraft Movements, Passengers and Cargo 1977

Table 4.4

| Location          | Airport            | Country        | Total Aircraft Movements<br>(000) | Percentage change on<br>1976 | Air Transport Movements<br>(000) | Percentage change on<br>1976 | Total Passengers<br>(000) | Percentage change on<br>1976 | Terminal Passengers<br>(000) | Percentage change on<br>1976 | International Terminal Passengers<br>(000) | Percentage change on<br>1976 | Total Cargo<br>(000)<br>tonnes | Percentage change on<br>1976 |
|-------------------|--------------------|----------------|-----------------------------------|------------------------------|----------------------------------|------------------------------|---------------------------|------------------------------|------------------------------|------------------------------|--|------------------------------|--------------------------------|------------------------------|
| Alicante          | Alicante           | Spain          | 24.3                              | 3.0                          | 20.2                             | -0.5                         | 1 929                     | 6.2                          | 1 911                        | 5.5                          | 1 374                                      | 3.3                          | 10.5                           | -4.5                         |
| Amsterdam         | Schiphol           | Netherlands    | 183.8                             | 4.2                          | 136.3                            | 3.1                          | 8 932                     | 8.2                          | 8 591                        | 8.7                          | 8 444                                      | 9.1                          | 274.4                          | 6.6                          |
| Athens            | Hellenikon         | Greece         | 120.5                             | 6.4                          | 99.7                             | 6.5                          | 8 296                     | 11.3                         | 7 275                        | 14.0                         | 4 459                                      | 12.4                         | 49.8                           | 10.9                         |
| Barcelona         | Barcelona          | Spain          | 79.2                              | 4.6                          | 75.5                             | 4.7                          | 5 592                     | 17.1                         | 5 389                        | 15.2                         | 1 528                                      | 17.8                         | 54.1                           | 18.4                         |
| Belgrade          | Surcin             | Yugoslavia     | 45.4                              | -0.9                         | 42.3                             | 1.0                          | 2 350                     | 11.7                         | 2 281                        | 11.4                         | 896  | 18.5                         | 22.9                           | 32.4                         |
| West Berlin       | Tegel              | West Germany   | 53.9                              | 0.7                          | 52.6                             | 1.9                          | 4 042                     | 1.4                          | 4 042                        | 1.7                          | 893  | 10.7                         | 11.6                           | -15.3                        |
| Brussels          | National           | Belgium        | 104.7                             | 2.4                          | 75.2                             | 1.1                          | 4 549                     | 3.3                          | 4 449                        | 3.4                          | 4 444                                      | 3.3                          | 127.8                          | -8.8                         |
| Cologne-Bonn      | Wahn               | West Germany   | 76.6                              | 11.0                         | 35.1                             | 3.5                          | 1 927                     | -1.9                         | 1 807                        | 2.2                          | 824  | -0.2                         | 70.1                           | 150.4                        |
| Copenhagen        | Kastrup            | Denmark        | 163.8                             | 0.1                          | 147.2                            | -0.3                         | 8 898                     | 4.9                          | 8 472                        | 5.2                          | 6 795                                      | 5.0                          | 156.3                          | 8.2                          |
| Dublin            | Dublin             | Ireland        | 85.1                              | 4.9                          | 35.7                             | -0.3                         | 2 269                     | 2.7                          | 2 267                        | 2.7                          | 2 012                                      | 2.3                          | 48.7                           | 13.8                         |
| Dusseldorf        | Lohausen           | West Germany   | 111.0                             | 2.6                          | 78.0                             | 4.8                          | 5 809                     | 10.0                         | 5 708                        | 10.2                         | 3 984                                      | 12.0                         | 34.7                           | -0.3                         |
| Frankfurt         | Rhein-Main         | West Germany   | 212.2                             | 1.9                          | 196.7                            | 1.8                          | 14 205                    | 0.4                          | 14 969                       | 13.7                         | 9 634                                      | 7.3                          | 541.1                          | 9.5                          |
| Geneva            | Cointrin           | Switzerland    | 130.4                             | 2.7                          | 68.6                             | 5.5                          | 4 361                     | 9.7                          | 3 791                        | 9.9                          | 3 149                                      | 10.9                         | 34.7                           | -5.4                         |
| Glasgow           | Abbotsinch         | United Kingdom | 70.5                              | -7.2                         | 35.8                             | -5.5                         | 1 780                     | -11.4                        | 1 752                        | -11.3                        | 587  | -3.3                         | 17.8                           | 1.7                          |
| Hamburg           | Fuhlsbuttel        | West Germany   | 92.5                              | -2.3                         | 62.2                             | 2.1                          | 3 955                     | 3.8                          | 3 781                        | 3.7                          | 1 686                                      | 4.8                          | 26.4                           | -8.7                         |
| Hanover           | Langenhagen        | West Germany   | 70.0                              | 1.4                          | 34.6                             | 6.5                          | 2 051                     | 7.9                          | 1 911                        | 9.4                          | 851  | 14.5                         | 13.1                           | 10.1                         |
| Helsinki          | Helsinki           | Finland        | 79.0                              | -5.7                         | 48.5                             | -7.4                         | 2 711                     | 9.3                          | 2 711                        | 9.3                          | 1 760                                      | 3.7                          | 21.5                           | 30.3                         |
| Istanbul          | Yesilkoy           | Turkey         | 51.1                              | 1.0                          | 46.5                             | 1.1                          | 3 394                     | 1.9                          | 3 317                        | 3.5                          | 2 000                                      | 3.5                          | 22.2                           | 7.8                          |
| Las Palmas        | Las Palmas         | Spain          | 52.8                              | 6.7                          | 51.8                             | 5.7                          | 4 548                     | 14.4                         | 4 378                        | 14.8                         | 2 220                                      | 19.0                         | 36.8                           | 28.7                         |
| Lisbon            | Portela de Sacavem | Portugal       | 46.0                              | 5.7                          | 37.4                             | 4.5                          | 2 993                     | 12.8                         | 2 521                        | 12.6                         | 1 838                                      | 15.9                         | 41.8                           | 13.6                         |
| London            | Gatwick            | United Kingdom | 110.0                             | 1.2                          | 84.4                             | 5.8                          | 6 652                     | 15.6                         | 6 588                        | 15.3                         | 5 786                                      | 14.8                         | 95.8                           | 20.2                         |
| London            | Heathrow           | United Kingdom | 265.0                             | -4.7                         | 243.0                            | -5.2                         | 23 771                    | 0.5                          | 23 387                       | 0.6                          | 20 568                                     | 4.3                          | 442.1                          | 6.3                          |
| London            | Luton              | United Kingdom | 58.0                              | -1.4                         | 20.8                             | 10.6                         | 1 952                     | 7.4                          | 1 947                        | 7.7                          | 1 921                                      | 7.8                          | 3.5                            | 6.1                          |
| Madrid            | Barajas            | Spain          | 123.6                             | 1.3                          | 119.9                            | 1.7                          | 9 719                     | 11.7                         | 9 374                        | 11.4                         | 3 499                                      | 11.3                         | 147.7                          | 19.1                         |
| Malaga            | Malaga             | Spain          | 40.3                              | 2.8                          | 35.6                             | 3.8                          | 2 988                     | 16.5                         | 2 892                        | 15.6                         | 1 930                                      | 15.0                         | 6.5                            | 3.2                          |
| Manchester        | Ringway            | United Kingdom | 76.1                              | 2.7                          | 47.2                             | 1.1                          | 2 902                     | 1.1                          | 2 793                        | 1.2                          | 2 054                                      | 8.9                          | 34.5                           | 5.2                          |
| Marseille         | Margiane           | France         | 84.6                              | -1.9                         | 43.6                             | -2.0                         | 3 040                     | 11.2                         | 2 669                        | 11.6                         | 1 266                                      | 13.5                         | 20.6                           | 13.2                         |
| Milan             | Linate             | Italy          | 96.5                              | 0.3                          | 79.4                             | 1.5                          | 4 951                     | 13.2                         | 4 798                        | 13.5                         | ..   | ..                           | 53.9                           | 8.7                          |
| Munich            | Riem               | West Germany   | 123.4                             | 3.4                          | 77.8                             | 6.7                          | 5 299                     | 7.7                          | 4 967                        | 7.8                          | 2 814                                      | 9.0                          | 30.3                           | 4.1                          |
| Nice              | Cote d'Azur        | France         | 59.9                              | 1.4                          | 43.0                             | 4.2                          | 2 578                     | 7.4                          | 2 348                        | 6.3                          | 1 024                                      | -18.9                        | 11.0                           | 10.0                         |
| Oslo              | Fornebu            | Norway         | 94.0                              | 12.8                         | 55.8                             | 6.3                          | 3 221                     | 9.8                          | 3 211                        | 9.8                          | 1 399                                      | 5.9                          | 26.5                           | 9.5                          |
| Palma de Mallorca | Son San Juan       | Spain          | 76.0                              | 8.1                          | 74.7                             | 8.3                          | 7 084                     | 11.5                         | 7 047                        | 11.4                         | 5 304                                      | 11.3                         | 28.3                           | 15.5                         |
| Paris             | Charles de Gaulle  | France         | 99.9                              | 4.5                          | 97.1                             | 5.0                          | 8 605                     | 11.7                         | 8 414                        | 11.9                         | 7 550                                      | 11.8                         | 284.0                          | 14.9                         |
| Paris             | Le Bourget         | France         | 68.7                              | 33.9                         | 20.7                             | -58.8                        | 466                       | -73.6                        | 463                          | -73.3                        | 289  | 44.5                         | 3.4                            | -76.6                        |
| Paris             | Orly               | France         | 170.6                             | 12.3                         | 161.9                            | 12.0                         | 12 867                    | 17.3                         | 12 557                       | 17.7                         | 7 543                                      | 25.4                         | 162.9                          | 16.9                         |
| Rome*             | Fiumicino/Ciampino | Italy          | 173.8                             | 0.7                          | 157.4                            | -3.3                         | 11 390                    | 12.5                         | 10 567                       | 12.8                         | ..   | ..                           | 154.8                          | 1.3                          |
| Stockholm         | Arlanda            | Sweden         | 88.2                              | 5.3                          | 67.3                             | 1.8                          | 4 127                     | 4.7                          | 4 007                        | 4.2                          | 3 151                                      | 7.6                          | 35.0                           | 0.9                          |
| Stuttgart         | Echterdingen       | West Germany   | 76.4                              | -14.0                        | 42.5                             | -8.4                         | 2 337                     | -7.8                         | 2 249                        | -6.8                         | 1 254                                      | -6.2                         | 19.6                           | -6.7                         |
| Vienna            | Schwechat          | Austria        | 72.2                              | 8.9                          | 47.1                             | 1.7                          | 2 578                     | 5.6                          | 2 435                        | 6.8                          | 2 433                                      | 6.9                          | 30.3                           | 6.3                          |
| Zagreb            | Pleso              | Yugoslavia     | 31.7                              | -1.2                         | 29.2                             | -2.6                         | 1 601                     | 6.7                          | 1 245                        | 4.5                          | ..   | ..                           | 12.0                           | 15.1                         |
| Zurich            | Kloten             | Switzerland    | 145.1                             | 3.8                          | 109.2                            | 3.9                          | 7 476                     | 9.8                          | 7 066                        | 9.8                          | 6 741                                      | 15.1                         | 139.1                          | 10.4                         |

\*Data for two airports serving the city are combined

Sources International Civil Aviation Organisation

British Airports Authority

Western European Airports Association

ØEstimated data

# Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States\* 1967-1977

**Table 4.5**

| Year | Stage Distance km |                |          | AVERAGES PER AIRCRAFT<br>Speed km/hr |                |          | Payload Capacity tonnes |                |          | Weight Load Factor % |                |          |
|------|-------------------|----------------|----------|--------------------------------------|----------------|----------|-------------------------|----------------|----------|----------------------|----------------|----------|
|      |                   |                |          |                                      |                |          |                         |                |          |                      |                |          |
|      | Total             | Inter-national | Domestic | Total                                | Inter-national | Domestic | Total                   | Inter-national | Domestic | Total                | Inter-national | Domestic |
| 1967 | 614               | 1 314          | 486      | 518                                  | 613            | 479      | 12.2                    | 14.6           | 10.9     | 50.7                 | 51.7           | 50.0     |
| 1968 | 663               | 1 360          | 527      | 550                                  | 638            | 514      | 13.0                    | 15.2           | 11.9     | 48.6                 | 51.0           | 47.0     |
| 1969 | 705               | 1 376          | 560      | 568                                  | 650            | 533      | 13.6                    | 15.9           | 12.3     | 47.6                 | 51.5           | 44.9     |
| 1970 | 737               | 1 406          | 581      | 583                                  | 649            | 545      | 14.4                    | 17.2           | 12.7     | 47.5                 | 51.0           | 44.9     |
| 1971 | 742               | 1 422          | 577      | 588                                  | 656            | 556      | 15.5                    | 18.9           | 13.6     | 46.1                 | 48.9           | 44.0     |
| 1972 | 751               | 1 478          | 583      | 591                                  | 665            | 555      | 16.3                    | 20.4           | 14.0     | 48.7                 | 51.0           | 46.8     |
| 1973 | 760               | 1 474          | 590      | 592                                  | 651            | 555      | 17.3                    | 21.7           | 14.6     | 49.8                 | 52.7           | 47.1     |
| 1974 | 769               | 1 474          | 595      | 590                                  | 651            | 559      | 18.1                    | 23.1           | 15.0     | 51.3                 | 53.1           | 49.5     |
| 1975 | 779               | 1 440          | 597      | 598                                  | 655            | 561      | 18.8                    | 23.9           | 15.5     | 50.5                 | 52.5           | 48.6     |
| 1976 | 789               | 1 498          | 607      | 603                                  | 662            | 570      | 19.3                    | 25.2           | 15.6     | 51.8                 | 53.5           | 50.1     |
| 1977 | 797               | 1 508          | 614      | 605                                  | 662            | 575      | 20.1                    | 26.5           | 16.0     | 53.1                 | 55.0           | 51.1     |

\*Excluding USSR, also China and other States that were not members of ICAO at 31 December 1974.

Source: International Civil Aviation Organisation.

## Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1967-1978

| Year | Stage Distance km |                |          | AVERAGES PER AIRCRAFT<br>Speed km/hr |                |          | Payload Capacity tonnes |                |          | Weight Load Factor % |                |          |
|------|-------------------|----------------|----------|--------------------------------------|----------------|----------|-------------------------|----------------|----------|----------------------|----------------|----------|
|      |                   |                |          |                                      |                |          |                         |                |          |                      |                |          |
|      | Total             | Inter-national | Domestic | Total                                | Inter-national | Domestic | Total                   | Inter-national | Domestic | Total                | Inter-national | Domestic |
| 1967 | 691               | 972            | 287      | 496                                  | 562            | 316      | 12.8                    | 13.9           | 7.3      | 53.4                 | 52.7           | 59.5     |
| 1968 | 722               | 1 024          | 287      | 504                                  | 566            | 321      | 13.2                    | 14.3           | 7.5      | 52.7                 | 52.0           | 59.4     |
| 1969 | 753               | 1 112          | 259      | 529                                  | 595            | 320      | 13.9                    | 14.9           | 7.5      | 54.0                 | 53.4           | 62.1     |
| 1970 | 816               | 1 218          | 264      | 545                                  | 613            | 317      | 14.1                    | 15.1           | 7.8      | 51.2                 | 50.6           | 59.3     |
| 1971 | 841               | 1 239          | 273      | 550                                  | 615            | 327      | 15.0                    | 16.1           | 7.8      | 49.4                 | 48.8           | 57.2     |
| 1972 | 839               | 1 260          | 281      | 548                                  | 616            | 329      | 17.4                    | 19.0           | 7.7      | 50.6                 | 50.0           | 59.1     |
| 1973 | 858               | 1 310          | 284      | 548                                  | 617            | 330      | 17.7                    | 19.4           | 7.8      | 53.9                 | 53.6           | 58.8     |
| 1974 | 816               | 1 175          | 300      | 529                                  | 594            | 328      | 18.5                    | 20.4           | 7.9      | 55.1                 | 54.9           | 57.8     |
| 1975 | 816               | 1 183          | 296      | 535                                  | 606            | 321      | 20.9                    | 23.2           | 8.0      | 55.4                 | 55.3           | 57.8     |
| 1976 | 825               | 1 218          | 299      | 545                                  | 615            | 336      | 21.9                    | 24.4           | 8.3      | 56.4                 | 56.5           | 54.7     |
| 1977 | 827               | 1 215          | 287      | 547                                  | 613            | 335      | 22.8                    | 25.3           | 7.5      | 57.5                 | 57.4           | 58.3     |
| 1978 | 843               | 1 264          | 283      | 559                                  | 631            | 333      | 23.4                    | 26.0           | 7.6      | 60.2                 | 60.3           | 58.1     |

## **Part 5**

# **Miscellaneous UK Statistics**

Table 5.1.1

# Operating Statistics and Accident Data: Public Transport Passenger Carrying Services of UK Operators (Aircraft over 2 300 kg)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

## A. Scheduled Passenger Services 1969-1978

|      | Stage<br>Flights<br>(000) | Revenue<br>Aircraft<br>km<br>(000 000) | Revenue<br>Hours<br>(000) | Revenue<br>Passenger<br>km<br>(000 000) | Revenue<br>Passengers<br>Carried<br>(000) | Notifiable<br>Accidents |       | Passengers<br>Killed | Crew<br>Killed |
|------|---------------------------|--|---------------------------|---|---|-------------------------|-------|----------------------|----------------|
|      |                           |  |                           |   |   | Total                   | Fatal |                      |                |
| 1969 | 349.0                     | 257.0                                  | 484.9                     | 16 235                                  | 13 222                                    | 5                       | —     | —                    | —              |
| 1970 | 349.3                     | 279.2                                  | 513.6                     | 17 429                                  | 13 874                                    | 9                       | —     | —                    | —              |
| 1971 | 352.7                     | 290.6                                  | 531.0                     | 18 661                                  | 14 462                                    | 5                       | 1     | 55                   | 8              |
| 1972 | 358.1                     | 295.3                                  | 539.3                     | 22 166                                  | 15 768                                    | 6                       | 1     | 112                  | 6              |
| 1973 | 378.1                     | 319.8                                  | 583.5                     | 26 187                                  | 17 364                                    | 8                       | —     | —                    | —              |
| 1974 | 356.5                     | 290.0                                  | 532.1                     | 25 397                                  | 16 396                                    | 5                       | —     | —                    | —              |
| 1975 | 332.1                     | 268.5                                  | 507.2                     | 27 544                                  | 16 322                                    | 8                       | —     | —                    | —              |
| 1976 | 347.1                     | 283.0                                  | 520.2                     | 31 078                                  | 17 470                                    | 3                       | 1     | 54                   | 9              |
| 1977 | 333.0                     | 273.6                                  | 498.2                     | 31 642                                  | 16 727                                    | 1                       | —     | —                    | —              |
| 1978 | 382.4                     | 315.4                                  | 573.6                     | 39 292                                  | 19 886                                    | 3                       | —     | —                    | —              |

## B. Non-Scheduled Passenger Services 1969-1978

|      |       |       |       |        |        |   |   |     |   |
|------|-------|-------|-------|--------|--------|---|---|-----|---|
| 1969 | 80.6  | 97.2  | 172.0 | 8 941  | 5 383  | 2 | — | —   | — |
| 1970 | 97.8  | 111.7 | 203.7 | 11 430 | 6 625  | 2 | 1 | 105 | 7 |
| 1971 | 120.5 | 159.0 | 258.3 | 16 299 | 8 937  | 2 | — | —   | — |
| 1972 | 131.7 | 177.6 | 289.8 | 19 117 | 10 074 | 3 | — | —   | — |
| 1973 | 143.5 | 181.1 | 302.7 | 19 654 | 10 910 | 3 | 1 | 100 | 4 |
| 1974 | 157.5 | 155.0 | 294.9 | 15 245 | 8 584  | 7 | — | —   | — |
| 1975 | 167.3 | 164.0 | 291.2 | 16 664 | 9 590  | 1 | — | —   | — |
| 1976 | 181.7 | 168.2 | 314.7 | 17 429 | 9 745  | 7 | 1 | 1   | — |
| 1977 | 222.8 | 180.7 | 348.8 | 19 990 | 11 050 | 6 | — | —   | — |
| 1978 | 265.9 | 185.8 | 374.6 | 19 465 | 11 835 | 4 | — | —   | — |

## C. All Passenger Services 1969-1978 (This table is the total of Tables A and B)

|      |       |       |       |        |        |    |   |     |   |
|------|-------|-------|-------|--------|--------|----|---|-----|---|
| 1969 | 429.6 | 354.2 | 656.9 | 25 176 | 18 605 | 7  | — | —   | — |
| 1970 | 447.1 | 390.9 | 717.3 | 28 859 | 20 499 | 11 | 1 | 105 | 7 |
| 1971 | 473.2 | 449.6 | 789.3 | 34 960 | 23 399 | 7  | 1 | 55  | 8 |
| 1972 | 489.8 | 472.9 | 829.1 | 41 283 | 25 842 | 9  | 1 | 112 | 6 |
| 1973 | 521.6 | 500.9 | 886.2 | 45 841 | 28 274 | 11 | 1 | 100 | 4 |
| 1974 | 514.0 | 445.0 | 818.0 | 40 642 | 24 980 | 12 | — | —   | — |
| 1975 | 499.4 | 432.5 | 798.4 | 44 208 | 25 912 | 9  | — | —   | — |
| 1976 | 528.8 | 451.2 | 834.9 | 48 507 | 27 215 | 10 | 2 | 55  | 9 |
| 1977 | 555.8 | 454.3 | 847.0 | 51 632 | 27 777 | 7  | — | —   | — |
| 1978 | 648.3 | 501.2 | 948.2 | 58 757 | 31 721 | 7  | — | —   | — |

# Operating Statistics and Accident Data:

## All Public Transport Services (Passenger and Freight) of UK Operators 1969-78 (Aircraft over 2 300 kg)

**Table 5.1.2**

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

### A. Scheduled Services

|      | Stage<br>Flights<br>(000) | Revenue<br>Aircraft km<br>(000 000) | Revenue<br>Hours<br>(000) | Notifiable<br>Total | Accidents<br>Fatal |
|------|---------------------------|-------------------------------------|---------------------------|---------------------|--------------------|
| 1969 | 359.0                     | 270.3                               | 510.9                     | 5                   | —                  |
| 1970 | 359.4                     | 293.0                               | 538.2                     | 9                   | —                  |
| 1971 | 363.9                     | 306.0                               | 556.5                     | 5                   | 1                  |
| 1972 | 369.3                     | 309.9                               | 565.8                     | 6                   | 1                  |
| 1973 | 391.4                     | 335.8                               | 613.2                     | 8                   | —                  |
| 1974 | 380.2                     | 310.3                               | 586.1                     | 5                   | —                  |
| 1975 | 350.9                     | 286.4                               | 535.7                     | 8                   | —                  |
| 1976 | 364.8                     | 301.0                               | 552.2                     | 3                   | 1                  |
| 1977 | 351.2                     | 292.4                               | 533.7                     | 1                   | —                  |
| 1978 | 397.9                     | 332.7                               | 602.1                     | 5                   | —                  |

### B. Non-Scheduled Services

|      |       |       |       |   |   |
|------|-------|-------|-------|---|---|
| 1969 | 96.6  | 110.5 | 206.0 | 3 | — |
| 1970 | 115.2 | 128.9 | 243.2 | 2 | 1 |
| 1971 | 140.9 | 181.0 | 308.5 | 2 | — |
| 1972 | 157.0 | 194.7 | 344.8 | 4 | — |
| 1973 | 169.3 | 210.9 | 365.9 | 4 | 1 |
| 1974 | 171.6 | 177.4 | 328.5 | 9 | — |
| 1975 | 185.8 | 195.4 | 360.1 | 1 | — |
| 1976 | 206.8 | 204.2 | 392.5 | 8 | 1 |
| 1977 | 239.1 | 217.7 | 413.1 | 9 | 2 |
| 1978 | 287.9 | 226.8 | 450.4 | 6 | — |

### C. All Services

|      |       |       |         |    |   |
|------|-------|-------|---------|----|---|
| 1969 | 455.6 | 380.8 | 716.9   | 8  | — |
| 1970 | 474.6 | 421.9 | 781.4   | 11 | 1 |
| 1971 | 504.8 | 487.0 | 865.0   | 7  | 1 |
| 1972 | 526.3 | 504.6 | 910.6   | 10 | 1 |
| 1973 | 560.7 | 546.7 | 979.2   | 12 | 1 |
| 1974 | 551.8 | 487.7 | 914.6   | 14 | — |
| 1975 | 536.7 | 481.8 | 895.8   | 9  | — |
| 1976 | 571.6 | 505.2 | 944.7   | 11 | 2 |
| 1977 | 590.3 | 510.1 | 946.8   | 10 | 2 |
| 1978 | 685.8 | 559.5 | 1 052.5 | 11 | — |



# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

|  |   |
|--|---|
| <b>Non-scheduled or charter services</b> | include all air transport flights other than scheduled services.  |
| <b>Separate fare charters</b>            | are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.   |
| <b>Inclusive tour</b>                    | 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.   |
| <b>Advance booking charters</b>          | Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales of seats to passengers have to be notified to the Civil Aviation Authority in accordance with Schedules 5, 5A, 6 or 7 to Series 1 of the Authority's Official Record. |
| <b>Sole-use charters</b>                 | 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.  |
| <b>Licence</b>                           | means an air transport licence granted under Section 22 of the Civil Aviation Act 1971. At present licences are issued in the following categories  |

## CLASSES OF LICENCE

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

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

- Exempt operations** are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than
- (a) flights to or from a vessel or installation used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
  - (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of 25 000 kg or more;

- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

# Appendix B Measures and their Computation

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

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

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

|  |   |
|--|---|
| <b>Seats available per aircraft</b>      | This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.  |
| <b>Speed flown per aircraft</b>          | This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.   |
| <b>Stage distance flown per aircraft</b> | The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.   |
| <b>Tonne-kilometres available</b>        | 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. |
| <b>Tonne-kilometres performed</b>        | 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.  |
| <b>Tonnes available</b>                  | The capacity of the aircraft for the carriage of payload measured in tonnes.  |
| <b>Weight load factor</b>                | Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.   |

# Appendix C Definitions – UK Airline Financial Results

## PROFIT AND LOSS ACCOUNT

- 1 *Scheduled passenger* (individually booked seats direct to passenger) Included under this heading are revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Excluded from this heading are fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 *Scheduled passenger* (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are shown under this heading.
- 3 *Scheduled excess baggage* includes revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 is also included.
- 4 *Scheduled cargo, and diplomatic bags* Cargo includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs.  
  
Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 5 *Scheduled mail* Mail includes: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 6 *Non-scheduled flights* Includes revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6(b) includes TGC sales and item 6(e) includes revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 *Incidental revenues* Includes *net* revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item also includes *gross* revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 6.
- 8 *Total operating revenues* The sum of headings 1 to 7.

## EXPENSES

- 9 *Flight crew salaries and expenses* Includes pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of purses, cabin attendants and passenger service personnel is not to be charged under this account, but included under 'Passenger services' (item 23(a)). Training costs shall not be included in this item (see 14 and 20).

- 10 *Aircraft fuel and oil* Includes non-refundable duties and taxes.
- 11 *Flight equipment insurance* Includes: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.
- 12 *Uninsured losses* Includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 12 *Rental of flight equipment* Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 14 *Flight crew training (when not amortised)* Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 *Flight expenses other than items 9 to 14* Includes expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 *Maintenance and overhaul* Includes not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It also includes the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also charged, whether by direct allocation or by pro-rating or apportionment. This includes items such as: pay or supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs are normally included under this account. When this is not possible, such costs are included in item 22 with a note to this effect.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it is included under item 16.

- 17 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.
- 18 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.

**Note:** Normal depreciation of an asset to be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset should never exceed the historical cost of that asset.



- 19 *Amortisation of development and pre-operating costs* This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 *Flight crew training (when amortised)* Includes charges for the training of flight crew, when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) *Landing and departure fees* Includes, exclusively, fees levied against the airline for landings and departures of its aircraft.
- (b) *Aerodrome en route and other navigation service charges.*
- 22 *Station and ground expenses other than heading 21* Includes such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses, etc.

The cost of providing services to third parties is credited to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

- 23 *Passenger services* Includes:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
- (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.
- 24 *Ticketing, sales and promotion* Includes items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 *General and administrative* Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.
- Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Includes operating expenses which cannot be assigned to headings 9 to 25.
- 27 *Total operating expenses* The sum of items 9 to 26.
- 28 *Operating result* The difference between heading 8 and 27.
- 29 *Profits/losses* On disposal of fixed assets.
- 30 *Interest payable less receivable (net)* Includes such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.

- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Includes any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.