

*Mrs Esclaire*

**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including September 1978)

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# Foreword

## 1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 21 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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Greville House  
37 Gratton Road  
Cheltenham  
Glos GL50 2BN

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

The series comprise:

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

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

# Contents

## Foreword

<b>Civil Aviation Statistics—September 1978</b>	<b>1</b>
-------------------------------------------------	----------

## Graphs

Output of UK Airlines: Tonne-kilometres made available	4
UK Airports: Terminal passengers arriving or departing	4

## Tables

1	Size Structure of UK Airports and Airlines	3
2	Main Outputs of UK Airports and Airlines	5
3	Use of UK Airports: Main Categories of Operator and Service	6
4	Movements at UK Airports by Purpose	7
5	Air Transport Movements by Airports	8
6	Terminal Passengers by Airports	9
7	Cargo Taken Up and Set Down by Airports	10
	<i>Scheduled Services by UK Airlines</i>	
8.1	All Services	11
8.2	Domestic Services	12
8.3	International Services	13
	<i>Non-scheduled Services by UK Airlines</i>	
9.1	By Main Type of Service	14
9.2	Load factors and distances: Inclusive Tours	15
9.3	Load factors and distances: Advance Booking and Other Separate Fare Charters	16
10	UK Passenger Movement by Air Analysis by Countries of Landing and Embarkation	17

## Airport Activity

11	Aircraft Movements	18
12	Air Transport Movements by Type and Nationality of Operator	19
13	Air Transport Movements Comparison with a Year Earlier	20
14	Air Transport Landings Diverted to UK Reporting Airports	21

## Air Passengers

15	Air Passengers by Type and Nationality of Operator	22
16	Terminal Air Passengers	23
17	International and Domestic Passenger Traffic	24
18	International Air Passenger Traffic to and from UK Airports	25–28

## Air Cargo

19	Cargo by Type and Nationality of Operator	29
20	Cargo Comparison with a Year Earlier	30

# Contents *continued*

## Airline Operations

	<i>Scheduled Services</i>	
21.1	All Services	31
21.2	International Services	32
21.3	Domestic Services	33
	<i>Non-scheduled Services</i>	
22.1	All Services	34
22.2	International Services	35
22.3	Domestic Services	36
23	Class 2 Licence Operations	37
24	Class 3 Licence Operations	37
25.1	All Class 4 Licence Operations	38
25.2	International Class 4 Operations	38
25.3	Domestic Class 4 Operations	38
26.1	All Class 6 Licence Operations	39
26.2	International Class 6 Licence Operations	39
26.3	Domestic Class 6 Operations	39
27.1	All Class 7 Licence Operations	40
27.2	International Class 7 Licence Operations	40
27.3	Domestic Class 7 Licence Operations	40
28.1	Exempt Operations	41
28.2	International Exempt Operations	42
28.3	Domestic Exempt Operations	43
29.1	Class 5 Operations for UK Operators	44
29.2	Class 5 Operations for Non-UK Operators	44
	<i>Aircraft Type and Utilisation</i>	
30.1	All Airlines	45
30.2	Individual Airlines	46–49
31	Operations Subject to Variable Charge	50
32	Output by Type of Licence	50
33.1	Passenger Analysis by Type of Licence and Fare Category—Scheduled	51
33.2	Passenger Analysis by Type of Licence and Fare Category—Non-Scheduled	51
34	Public Transport Air Taxi Operations	52
<b>Appendix A</b>	<b>Definitions—Traffic Statistics</b>	<b>53</b>
<b>Appendix B</b>	<b>Measures and their Computation</b>	<b>55</b>

# Civil Aviation Statistics—September 1978

## Activity at UK Airports

Air transport movements during the month of September 1978 reached a level of 79 000 (15.1 per cent growth against September 1977); the proportion of all-freight movements was 4.9 per cent of the total. London area movements accounted for 39 000 movements (25.2 per cent growth as compared with the previous year). Heathrow reported 5438 additional movements (28.7 per cent growth), Gatwick 2435 additional movements (31.1 per cent growth) and Stansted 23 additional movements (6.8 per cent growth). Both Southend and Luton reported falls in traffic (81 fewer movements; 5.6 per cent decline and 65 fewer movements; 2.9 per cent decline respectively). Outside the London area, 6.9 per cent growth was reported (40 000 movements). Glasgow reported the greatest increase in actual movements (976 additional movements; 30.1 per cent growth), followed by Manchester with 668 additional movements (15.2 per cent growth) and Birmingham with 653 additional movements (32.4 per cent growth) respectively. Prestwick, Bristol and Isles of Scilly reported the heaviest falls in traffic with 80 fewer movements (9.7 per cent decline), 54 fewer movements (7.1 per cent decline) and 50 fewer movements (8.2 per cent decline) respectively. Scheduled movements rose by 23.7 per cent and charter movements fell by 3.8 per cent. The UK operators' share of scheduled movements rose 2.6 percentage points to stand at 76.2 per cent of the total and their share of charter movements fell 2.3 percentage points to 83.9 per cent of the total.

The number of terminal passengers reported by UK airports in September 1978 was 5.6 million, which represented a growth of 23.6 per cent as compared with the same month in the previous year. London area passengers accounted for 3.9 million (24.2 per cent growth). Heathrow reported 560 696 additional passengers (26.3 per cent growth), Gatwick 183 192 additional passengers (25.2 per cent growth), Luton 15 592 additional passengers (7.0 per cent growth) and Stansted 1 238 additional passengers (4.6 per cent growth). Southend reported a fall in the number of passengers handled (1 250 fewer passengers; 4.8 per cent decline). Outside the London area, 1.7 million passengers used UK airports (22.2 per cent growth as compared with September 1977). Manchester and Glasgow reported the greatest increases in passengers handled (87 071 additional passengers; 28.2 per cent growth and 64 094 additional passengers; 39.6 per cent growth respectively), followed by Birmingham with 37 130 additional passengers (33.1 per cent growth). Bristol reported the heaviest fall in passengers handled

(1861 fewer passengers; 5.7 per cent decline), followed by Prestwick and Norwich with 1280 fewer passengers (2.7 per cent decline) and 1267 fewer passengers (7.5 per cent decline) respectively. Passengers travelling on scheduled services rose 29.8 per cent and those travelling on charter services rose 9.7 per cent. The UK operators' share of scheduled traffic rose 2.7 percentage points to stand at 62.7 per cent of the total, while their share of charter traffic fell 1.6 percentage points to 76.8 per cent.

4.3 million passengers travelled on international services in September 1978 (18.1 per cent growth as compared with September 1977). Scheduled services carried 22.3 per cent more passengers and charter services 10.9 per cent more. The most heavily used scheduled services were those to USA with 17.7 per cent of the total (60.9 per cent growth), followed by those to France and Germany with 9.8 per cent of the total (15.6 per cent growth) and 7.5 per cent of the total (24.0 per cent growth) respectively. Services to Spain carried 41.1 per cent of all charter passengers (28.1 per cent growth), services to Italy 10.2 per cent of the total (8.9 per cent growth) and those to Greece 8.3 per cent of the total (35.5 per cent growth).

During September 1978, air freight handled at UK airports amounted to 63 000 tonnes (13.1 per cent growth as compared with September 1977); 33 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased by 15.3 per cent, amounting to 51,000 tonnes. Heathrow reported 13.5 per cent growth (4696 additional tonnes), Gatwick 17.3 per cent growth (1207 additional tonnes), Southend 99.0 per cent growth (391 additional tonnes), and Stansted 30.0 per cent growth (508 additional tonnes). Luton reported a fall in tonnage handled (29 fewer tonnes; 6.5 per cent decline). Over the rest of the UK, tonnage rose by 4.7 per cent. Southampton, Prestwick and Blackpool reported the greatest increases in tonnage handled (287 additional tonnes; more than two-fold growth, 277 additional tonnes; 20.0 per cent growth and 212 additional tonnes; more than one and a half fold growth respectively). Manchester reported the heaviest fall in tonnage handled (165 fewer tonnes; 5.4 per cent decline), followed by Tees-side with 72 fewer tonnes (71.3 per cent decline) and Lydd with 63 fewer tonnes (15.0 per cent decline) respectively. Freight carried on scheduled services rose by 13.1 per cent and that carried on charter services rose by 12.8 per cent. The UK operators' share of scheduled tonnage rose 4.3 percentage points to stand at 46.5 per cent of the total and their share of charter services fell 3.2 percentage points to 83.6 per cent.



## **Output of UK Airlines**

The output of UK airlines for all services in September 1978 was 1086 million available tonne-kilometres, an increase of 2·7 per cent on September 1977.

The scheduled service output of 716 million available tonne-kilometres was 5·3 per cent higher than a year earlier. The overall load factor was 66·3 per cent, compared with 58·2 the previous year. Seat kilometres used were 71·5 per cent of those available. Seat factors on domestic and international scheduled services were 67·2 and 71·8 per cent respectively compared with 69·6 and 62·8 per cent a year earlier. The non-scheduled

output of 370 million available tonne-kilometres was 2·4 per cent lower than in September 1977. Advance Booking Charters and Inclusive Tour Charters accounted for 45·9 and 139·7 million available tonne-kilometres respectively compared with 85·5 and 127·9 million a year earlier.

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

# Size Structure of UK

**Table 1**

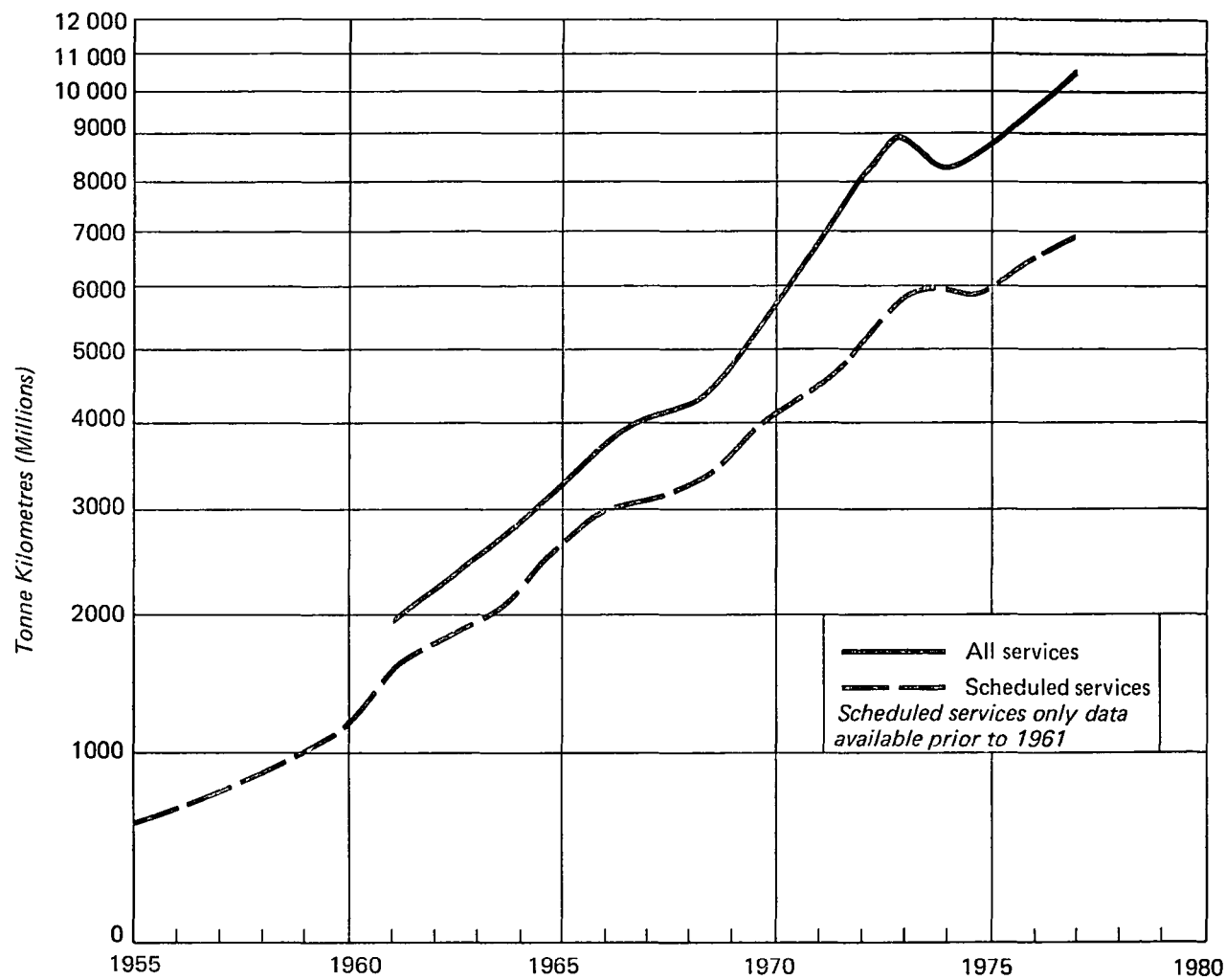
## Airports and Airlines Year ended September 1978

<b>Airports</b>	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	25 604	50.60	100	100.00
Gatwick	7 505	14.83	98	49.40
Manchester	3 232	6.39	95	34.57
Luton	2 044	4.04	93	28.18
Glasgow	2 017	3.99	91	24.14
Birmingham	1 240	2.45	89	20.15
Aberdeen	1 145	2.26	86	17.70
Belfast	1 142	2.26	84	15.44
Edinburgh	1 082	2.14	82	13.18
Newcastle	717	1.42	80	11.04
East Midlands	517	1.02	77	9.62
Prestwick	370	0.73	75	8.60
Isle of Man	339	0.67	73	7.87
Leeds	317	0.63	70	7.20
Stansted	316	0.62	68	6.58
Tees-side	282	0.56	66	5.95
Southampton	276	0.55	64	5.39
Sumburgh	272	0.54	61	4.85
Liverpool	253	0.50	59	4.31
Southend	249	0.49	57	3.81
Cardiff	228	0.45	55	3.32
Bristol	224	0.44	52	2.87
Other 22 Airports	1 228	2.43	50	2.43

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

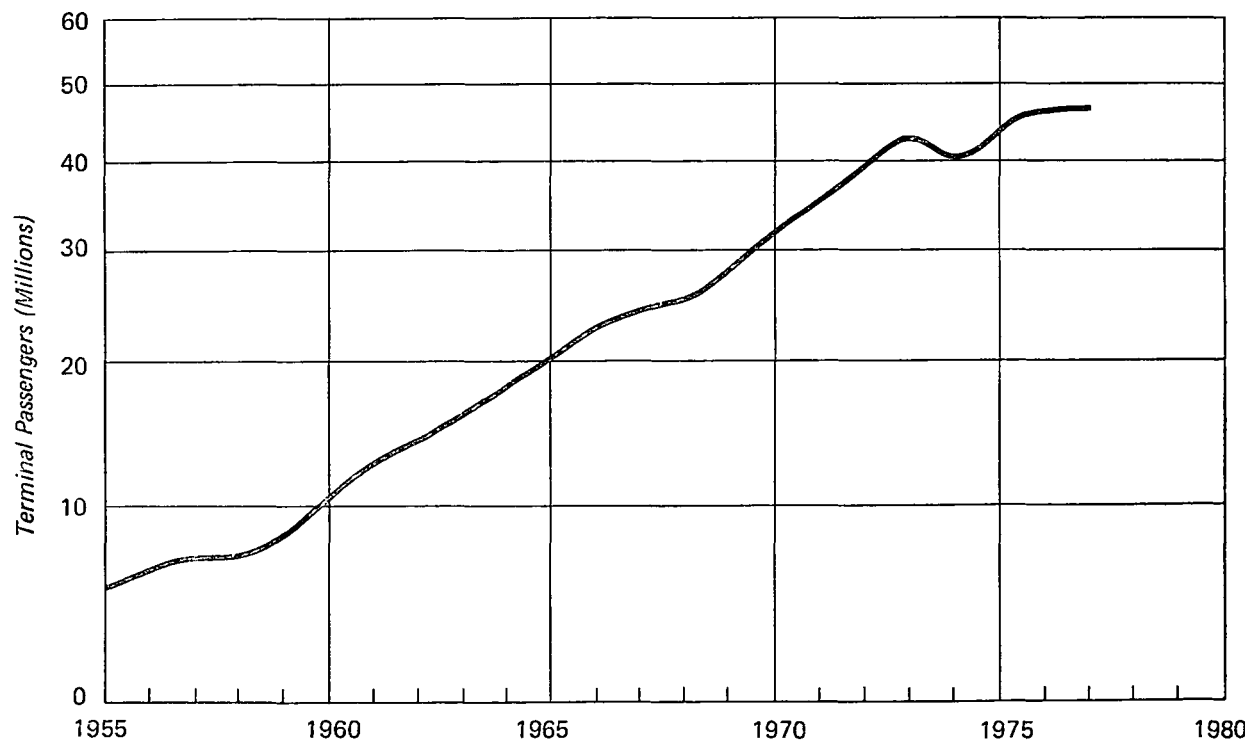
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1978

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
<b>Year ended</b>						
Sept 1977	1,893	753	45 762	10 162	6 631	3 532
Sept 1978	1 965	815	50 598	11 684	7 869	3 815
<b>Latest year's growth (percentages)</b>						
	3.8	8.2	10.6	15.0	18.7	8.0
<b>Mean rates of growth (percentages) to 1977</b>						
20 years	6.4	4.1	10.4	..	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

# Use of UK Airports

**Table 3**

## Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	2 1172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	216.3	13 473.7	123.9	6 508.4	46.8	2 666.8	38.3	3 599.6	7.3	699.0
3rd quarter	244.2	17 409.2	137.4	7 789.7	52.6	3 654.1	43.1	4 707.6	11.2	1 257.9
1977 April	56.8	3 340.9	28.6	1 256.1	13.9	752.6	12.5	1 175.9	1.8	156.4
May	68.6	3 998.4	39.3	1 948.0	14.2	732.4	13.0	1 108.3	2.2	209.7
June	73.2	4 561.3	40.7	2 104.4	16.4	963.6	13.4	1 203.1	2.7	290.3
July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
1978 April	64.5	3 878.9	37.8	1 982.0	13.5	692.2	11.5	1 072.0	1.7	132.7
May	73.6	4 478.3	42.2	2 174.3	15.9	892.1	13.1	1 188.1	2.4	223.9
June	78.2	5 116.5	43.9	2 352.1	17.5	1 082.5	13.6	1 339.5	3.2	342.5
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
August	82.6	5 858.7	46.6	2 589.9	17.6	1 262.3	14.7	1 579.8	3.7	426.8
September	78.9	5 582.0	44.3	2 530.6	17.3	1 186.4	13.9	1 506.7	3.3	358.3

# Movements at UK Airports by Purpose

**Table 4**

	<b>Total</b>		<b>Commercial</b>			<b>Non-commercial</b>		
	(000)	Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	Other (000)
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	551.1	237.9	216.3	21.7	313.1	235.2	46.4	31.5
3rd quarter	583.9	266.7	244.2	22.4	317.3	245.6	46.2	25.5
1977 April	159.6	64.5	56.8	7.6	95.2	72.3	13.8	9.1
May	190.6	77.1	68.6	8.4	113.5	83.7	17.0	12.9
June	175.3	81.5	73.2	8.3	93.8	72.8	11.8	9.2
July	201.3	88.4	80.0	8.4	112.9	87.5	15.8	9.6
August	184.1	84.8	75.6	9.2	99.3	78.6	13.4	7.4
September	173.7	77.2	68.6	8.6	96.5	70.9	14.6	11.0
1978 April	172.0	70.8	64.5	6.3	101.3	72.0	17.4	11.9
May	192.3	81.2	73.6	7.6	111.2	83.2	17.1	10.9
June	186.7	86.0	78.2	7.8	100.7	80.0	11.9	8.8
July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
August	203.9	90.5	82.6	7.9	113.4	87.8	17.8	7.8
September	184.6	85.8	78.9	6.9	98.8	74.7	13.6	10.5

# Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	8.2	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	8.3	28.7	2.6	9.8	10.7	32.2
1977 April	27.9	1.8	1.8	2.1	8.1	4.0	5.8	0.5	2.6	2.1	8.5
May	33.9	1.4	2.0	3.0	9.8	4.6	7.7	0.6	2.8	2.8	9.4
June	35.5	1.6	2.1	3.2	10.7	4.8	8.3	0.7	2.9	3.4	9.5
July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1
1978 April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	2.8	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	2.8	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	2.8	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	2.7	9.4	0.9	3.1	3.4	10.4

# Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton- Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	91.0	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	1 2191.7	127.8	250.9	478.4	1 555.5	104.3	1 806.1	86.9	260.3	547.3	780.1
1977 April	2 444.0	49.4	57.0	69.0	242.6	46.2	272.9	16.5	61.8	81.6	158.1
May	2 820.6	29.7	58.4	108.1	367.8	59.3	377.2	13.9	60.4	103.2	194.8
June	3 165.1	34.1	70.2	122.6	413.4	65.5	460.6	20.3	65.7	143.8	220.8
July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5
1978 April	2 791.7	27.8	52.7	102.2	351.3	28.7	352.2	14.8	53.1	104.3	149.0
May	3 129.2	32.0	69.6	133.5	416.6	29.5	458.7	19.9	69.9	119.3	207.1
June	3 544.7	32.8	74.9	154.1	480.5	32.7	550.1	23.3	73.0	150.5	207.5
July	4 194.0	41.1	87.0	160.5	544.0	35.5	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	36.0	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	32.8	594.7	27.8	86.2	163.2	248.1



# Cargo Taken Up and Set Down by Airports

**Table 7**  
**Tonnes**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	361.8	35.3	3.4	4.8	29.6	1.5	57.0	0.3	2.0	28.8	13.5
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1976 1st quarter	126.4	1.2	1.9	0.4	8.9	0.7	12.3	—	1.8	3.5	5.0
2nd quarter	130.7	1.3	2.0	0.4	9.6	0.9	12.2	0.1	2.2	3.7	6.0
3rd quarter	133.1	1.4	2.7	0.4	9.0	0.8	11.7	0.2	1.7	4.4	5.1
4th quarter	141.0	1.4	2.4	0.4	9.7	0.9	12.6	0.2	1.5	3.6	4.2
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.4	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	0.5	11.7	0.1	2.8	4.0	5.1
1977 April	45.4	0.4	0.4	0.1	3.1	0.3	3.9	—	0.9	1.0	1.6
May	48.4	0.4	0.4	0.2	3.5	0.3	4.3	—	0.9	1.5	1.8
June	45.0	0.5	0.5	0.1	3.6	0.3	4.1	—	0.8	1.3	1.6
July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
1978 April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.2	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.2	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.2	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.2	4.2	—	0.8	1.4	1.5

# Scheduled Services by UK Airlines

Table 8.1

## All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1968	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7	25 092.1	14 094.7	56.2
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1976 1st quarter	1 476.5	797.6	34.2	191.5	571.9	54.0	11 352.7	6 372.1	56.1
2nd quarter	1 718.7	942.7	34.6	199.8	708.3	54.8	13 508.2	7 869.0	58.3
3rd quarter	1 812.7	1 091.7	34.0	190.2	867.3	60.2	14 394.2	9 636.3	66.9
4th quarter	1 594.6	893.8	41.9	193.4	658.5	56.1	12 413.1	7 200.6	58.0
1977 1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
1978 1st quarter	1 746.0	987.5	39.7	229.0	719.0	56.6	13 649.1	7 786.3	57.1
2nd quarter	2 064.1	1 203.3	43.3	256.4	903.5	58.3	16 344.5	9 842.8	60.2
3rd quarter	2 261.4	1 478.7	40.9	254.8	1 183.2	65.4	18 061.8	12 928.6	71.6
1977 April	488.1	255.4	11.7	55.5	188.2	52.3	3 773.3	2 065.5	54.7
May	548.4	300.5	12.4	66.0	222.0	54.8	4 308.5	2 423.5	56.3
June	675.5	387.7	14.3	82.3	291.1	57.4	5 277.4	3 196.7	60.6
July	575.6	351.6	11.8	62.2	277.6	61.1	4 591.8	3 086.6	67.2
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
1978 April	637.4	367.9	13.9	83.0	270.9	57.7	5 003.2	2 936.5	58.6
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
June	718.8	433.7	14.2	85.4	334.1	60.3	5 729.7	3 653.1	63.8
July	774.6	507.0	13.7	86.4	406.9	65.5	6 175.6	4 447.8	72.0
August	770.9	497.3	13.6	82.3	401.5	64.5	6 158.0	4 387.1	71.2
September	715.9	474.4	13.6	86.1	374.8	66.3	5 728.2	4 093.7	71.5

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1968	300.4	178.6	2.7	25.9	150.0	59.5	3 123.9	1 860.6	59.6
1969	292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1976 1st quarter	82.5	42.9	0.6	3.5	38.8	52.0	803.5	459.7	57.2
2nd quarter	102.4	55.8	0.6	3.7	51.6	54.5	1 013.8	612.8	60.4
3rd quarter	113.3	66.3	0.6	3.5	62.0	58.5	1 130.7	738.1	65.3
4th quarter	90.1	47.3	0.6	3.0	43.5	52.5	880.5	517.9	58.8
1977 1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978 1st quarter	78.5	42.6	0.7	2.6	39.2	54.3	815.3	464.4	57.0
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	108.9	67.6	0.6	3.0	63.9	62.1	1 133.1	756.4	66.8
1977 April	17.6	10.6	0.2	0.6	9.8	60.3	184.0	116.8	63.5
May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
1978 April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	60.0
May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
July	37.4	23.4	0.2	1.0	22.2	62.6	388.9	262.8	67.6
August	36.3	22.2	0.2	1.0	20.9	61.1	379.4	248.3	65.4
September	35.2	22.0	0.2	1.0	20.8	62.6	364.8	245.3	67.2

# Scheduled Services by UK Airlines

Table 8.3

## International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1968		2 955.5	1 536.5	67.3	395.5	1 073.7	52.0	21 968.2	12 234.1	55.7
1969		3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1976	1st quarter	1 394.0	754.6	33.5	188.2	533.1	54.1	10 549.1	5 912.4	56.0
	2nd quarter	1 616.2	886.9	33.9	196.1	656.8	54.9	12 494.4	7 256.3	58.1
	3rd quarter	1 699.6	1 025.4	33.4	186.6	805.3	60.3	13 263.5	8 898.2	67.1
	4th quarter	1 504.6	846.4	41.3	190.3	614.9	56.3	11 532.7	6 682.7	57.9
1977	1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	60.1
	2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
	3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
	4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 962.5	1 145.4	42.5	253.4	849.5	58.4	15 299.4	9 201.4	60.1
	3rd quarter	2 152.6	1 411.1	40.1	251.8	1 119.2	65.6	16 928.7	12 172.2	71.9
1977	April	470.5	244.7	11.5	54.9	178.4	52.0	3 589.3	1 948.7	54.3
	May	515.4	281.7	12.2	64.9	204.6	54.6	3 960.7	2 217.2	56.0
	June	641.8	367.3	14.0	81.3	272.0	57.2	4 919.7	2 969.8	60.4
	July	539.0	328.5	11.6	61.3	255.7	60.9	4 202.3	2 826.9	67.3
	August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
	September	657.5	381.1	14.4	77.9	288.8	58.0	3 031.8	3 161.6	62.8
1978	April	607.4	351.0	13.7	82.1	255.2	57.8	4 691.6	2 749.8	58.6
	May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
	June	681.5	412.1	13.9	84.3	313.9	60.5	5 350.7	3 413.3	63.8
	July	737.2	483.6	13.5	85.4	384.7	65.6	5 786.7	4 185.0	72.3
	August	734.7	475.1	13.3	81.3	380.5	64.7	5 778.6	4 138.8	71.6
	September	680.7	452.4	13.3	85.1	354.0	66.5	5 363.4	3 848.4	71.8

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1976 1st quarter	558.3	27.4	164.8	8.1	60.8	3.0	332.7	16.4
2nd quarter	803.6	31.9	333.0	13.2	166.8	6.6	304.0	12.1
3rd quarter	1 033.2	36.3	425.6	15.0	281.6	9.9	326.0	11.5
4th quarter	730.2	31.4	222.2	9.6	122.4	5.3	385.6	16.6
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978 1st quarter	783.5	31.0	192.8	7.6	104.5	4.1	486.3	19.2
2nd quarter	994.6	32.5	339.3	11.1	182.4	6.0	472.9	15.5
3rd quarter	1 167.1	34.0	426.3	12.4	252.5	7.4	488.2	14.2
1977 April	280.7	36.5	92.4	12.0	47.3	6.1	141.1	18.4
May	296.0	35.1	98.5	11.7	64.6	7.7	132.9	15.7
June	354.0	34.3	121.8	11.8	103.8	10.1	128.5	12.5
July	408.1	41.5	141.8	14.4	121.5	12.4	144.8	14.7
August	410.8	41.5	137.6	13.9	121.1	12.2	150.0	15.1
September	378.5	35.7	127.9	12.0	106.4	10.0	144.2	13.6
1978 April	310.5	32.8	88.9	9.4	45.3	4.8	176.3	18.6
May	323.2	31.3	112.7	11.0	59.0	5.7	151.5	14.7
June	360.9	33.4	137.7	12.8	78.1	7.2	145.1	13.4
July	392.9	33.7	142.0	12.2	88.0	7.5	162.8	13.9
August	404.5	34.4	144.6	12.3	89.8	7.6	170.1	14.5
September	369.7	34.1	139.7	12.9	74.7	6.9	155.3	14.3

# Non-scheduled Services by UK Airlines

Table 9.2

## Load Factors and Distances: Inclusive Tours

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1968		4 394.5	3 684.8	83.9	2 727.9	34 600	44 177	1 277	1 351
1969		6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1976	1st quarter	1 871.2	1 578.3	84.3	1 028.8	9 860	14 612	1 482	1 534
	2nd quarter	3 787.1	2 996.1	79.1	1 920.1	18 831	28 494	1 513	1 560
	3rd quarter	4 862.6	4 161.6	85.6	2 593.2	23 805	36 791	1 546	1 605
	4th quarter	2 528.7	1 995.8	78.9	1 240.3	12 446	19 241	1 546	1 609
1977	1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
	2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
	3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
	4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.4	11 775	17 327	1 472	1 549
	2nd quarter	3 904.9	3 341.8	85.6	2 047.6	18 590	29 284	1 575	1 632
	3rd quarter	4 899.3	4 599.0	93.9	2 805.7	23 261	36 790	1 582	1 639
1977	April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
	May	1 131.1	848.9	75.1	552.6	5 821	8 577	1 474	1 536
	June	1 396.3	1 135.4	81.3	721.7	7 075	10 632	1 503	1 573
	July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
	August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
	September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
1978	April	1 023.1	871.2	85.2	537.4	4 968	7 733	1 557	1 621
	May	1 295.2	1 070.9	82.7	658.5	6 122	9 653	1 577	1 626
	June	1 586.6	1 399.7	88.2	851.7	7 500	11 898	1 586	1 643
	July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
	August	1 656.7	1 577.9	95.2	949.5	7 777	12 393	1 594	1 662
	September	1 608.7	1 522.7	94.7	933.7	7 676	12 103	1 576	1 631

# Non-scheduled Services by UK Airlines

Table 9.3

## Load Factors and Distances: Other Separate Fare and Advance Booking Charters

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1968		1 855.8	1 474.3	79.4	447.0	11 428	14 077	1 232	3 298
1969		2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970		4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971		6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972		6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973		6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974		5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975		5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976		6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977		8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1976	1st quarter	649.8	521.8	80.3	159.6	2 996	4 164	1 390	3 269
	2nd quarter	1 693.9	1 275.1	75.3	380.9	5 382	9 037	1 679	3 348
	3rd quarter	2 857.2	2 383.1	83.4	655.5	7 451	14 936	2 005	3 636
	4th quarter	1 246.0	1 019.4	81.8	270.4	3 723	6 510	1 749	3 770
1977	1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 496
	2nd quarter	2 226.4	1 791.8	80.5	458.3	4 577	11 392	2 489	3 910
	3rd quarter	3 594.2	3 078.2	85.6	760.7	6 653	17 413	2 617	4 047
	4th quarter	1 496.4	1 201.9	80.3	307.4	2 892	7 548	2 610	3 910
1978	1st quarter	1 069.1	850.2	79.5	236.9	2 380	5 737	2 411	3 589
	2nd quarter	1 859.0	1 385.6	74.5	409.6	4 218	9 276	2 199	3 383
	3rd quarter	2 551.8	2 178.7	85.4	657.3	5 841	13 007	2 227	3 315
1977	April	495.1	383.7	77.5	123.0	1 401	2 895	2 066	3 120
	May	658.3	512.0	77.8	130.5	1 420	3 381	2 381	3 923
	June	1 073.0	896.1	83.5	204.8	1 756	5 116	2 913	4 375
	July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
	August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
	September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
1978	April	460.7	338.6	73.5	102.6	951	2 240	2 355	3 300
	May	607.9	440.2	72.4	137.4	1 536	3 183	2 072	3 204
	June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
	July	885.9	734.8	82.9	216.3	1 950	4 391	2 252	3 397
	August	910.6	796.8	87.5	246.5	2 109	4 664	2 211	3 232
	September	755.3	647.1	85.7	194.5	1 782	3 952	2 217	3 327

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

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968		10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969		13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970		15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971		17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972		20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973		22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	5 974	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 848	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977		23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1976 4th quarter		4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
1977 1st quarter		4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter		7 761	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter		5 013	211	144	649	556	154	396	403	475	110	128	94	71	900	116	285
September		2 440	76	56	259	240	136	229	180	186	42	48	47	39	578	44	112
1978 1st quarter		4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter		6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
3rd quarter		8 850	229	188	881	858	526	847	655	562	166	168	167	169	2 173	158	401
September		2 879	83	58	290	287	173	258	205	195	56	45	57	54	724	44	131
	Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	Sri Lanka and India, Pakistan, Bangladesh and (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968		196	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969		132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970		192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971		291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972		291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973		394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974		323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975		410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976		414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977		285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1976 4th quarter		66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
1977 1st quarter		24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter		80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter		128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter		53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
September		47	121	953	35	197	24	7	19	49	32	17	27	10	431	36	69
1978 1st quarter		31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter		132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
3rd quarter		188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232
September		65	155	1 148	40	191	28	8	24	60	41	22	30	12	577	39	76

(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, Guadaloup 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 September 1978

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	12 836	10 257	—	722	—	182	28	1	1 586	1	59
+ Heathrow	26 322	24 354	—	9	—	43	347	—	1 492	8	69
+ Luton	6 089	2 189	—	359	6	478	51	987	1 978	—	41
+ Southend	6 594	1 369	—	—	—	314	—	3 110	1 789	12	—
+ Stansted	2 564	359	—	88	—	933	8	56	1 070	50	—
Total (London Area)	54 405	38 528	—	1 178	6	1 950	434	4 154	7 915	71	169
Westland Heliport (Battersea)	1 191	310	20	308	—	—	—	—	417	—	136
Other UK Airports											
+ Aberdeen	9 018	5 108	—	942	—	1 475	10	1 388	43	—	52
+ Belfast	6 165	2 181	—	133	99	18	—	1 080	422	—	2 232
Benbecula	232	198	—	—	4	—	14	—	—	—	16
+ Birmingham	6 211	2 670	—	60	2	70	31	2 242	1 122	—	14
+ Blackpool	6 974	630	388	97	55	484	1	4 418	879	—	22
+ Bournemouth	5 664	684	126	75	—	604	—	2 605	1 511	4	55
+ Bristol	2 589	704	138	66	—	12	3	914	724	12	16
+ Cambridge	4 501	101	—	34	6	605	8	1 744	483	1	1 519
+ Cardiff	3 440	822	—	70	—	150	—	2 080	296	—	22
+ Coventry	5 028	37	—	29	—	312	14	3 666	964	—	6
+ East Midlands	5 398	1 158	4	182	9	463	39	2 170	1 317	12	44
+ Edinburgh	5 975	2 078	—	47	—	171	57	988	842	8	1 784
+ Exeter	3 693	598	—	12	151	62	3	1 674	801	—	392
+ Glasgow	7 449	4 218	—	137	—	109	111	1 003	1 044	4	823
Gloucester/Cheltenham	4 201	124	2	—	164	1 136	—	2 098	621	—	56
Hawarden	1 395	84	—	—	—	72	—	1 018	202	—	19
Humberside	2 024	507	6	140	10	58	8	944	351	—	—
Inverness	2 591	621	—	17	295	492	2	1 062	96	4	2
Islay	214	140	—	3	43	7	—	—	21	—	—
+ Isle of Man	2 494	1 213	12	92	180	255	—	602	89	4	47
Isles of Scilly	652	564	—	6	2	—	—	—	60	—	20
+ Kirkwall	1 763	967	—	90	111	2	5	54	34	4	496
+ Leeds/Bradford	3 949	1 027	4	25	70	68	50	1 743	932	4	26
+ Liverpool	4 851	880	—	185	31	172	15	2 700	832	6	30
+ Lydd	4 415	391	—	—	—	24	—	2 451	1 359	—	190
+ Manchester	7 367	5 057	—	313	10	69	229	995	672	—	22
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 373	1 707	28	52	23	157	3	726	619	—	58
+ Norwich	2 368	978	—	47	36	570	120	—	606	—	11
Penzance Heliport	466	458	—	—	4	—	—	—	4	—	—
+ Prestwick	2 943	747	—	27	—	831	12	695	272	—	359
+ Southampton	4 988	1 301	—	92	18	2 751	61	109	626	18	12
Stornoway	444	291	—	43	12	4	4	20	16	4	50
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	624	94	—	9	38	36	—	108	327	2	10
+ Tees-side	4 823	1 242	—	185	18	421	19	2 042	582	5	309
Tiree	64	60	—	—	—	—	—	4	—	—	—
Wick	633	434	—	22	9	—	6	121	26	—	15
Total (Incl. London Area)	184 575	78 912	728	4 718	1 406	13 610	1 259	47 618	27 127	163	9 034
Channel Islands Airports											
Alderney	992	992	—	—	—	—	—	—	—	—	—
Guernsey	3 601	3 601	—	—	—	—	—	—	—	—	—
Jersey	7 395	5 769	—	—	—	—	—	—	1 528	—	98
Total (Channel Islands Airports)	11 988	10 362	—	—	—	—	—	—	1 528	—	98

xx Not Supplied.

# Air Transport Movements by Type and Nationality of Operator September 1978

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	10 257	333	4 139	394	706	3 528	1 157
+ Heathrow	24 354	11 362	1 414	11 546	8	11	13
+ Luton	2 189	—	49	6	4	1 845	285
+ Southend	1 369	—	914	—	—	437	18
+ Stansted	359	2	—	2	2	92	261
TOTAL (London Area)	38 528	11 697	6 516	11 948	720	5 913	1 734
Westland Heliport (Battersea)	310	—	—	—	2	308	—
Other UK Airports							
+ Aberdeen	5 108	914	520	—	719	2 858	97
+ Belfast	2 181	1 345	544	54	—	165	73
Benbecula	198	50	148	—	—	—	—
+ Birmingham	2 670	839	939	215	—	543	134
+ Blackpool	630	—	477	—	—	152	1
+ Bournemouth	684	1	569	—	—	110	4
Bristol	704	245	168	60	—	157	74
+ Cambridge	101	—	47	—	2	40	12
+ Cardiff	822	237	426	—	—	82	77
+ Coventry	37	—	—	—	—	27	10
+ East Midlands	1 158	—	676	—	—	447	35
+ Edinburgh	2 078	939	820	74	4	185	56
Exeter	598	—	584	—	—	4	10
+ Glasgow	4 218	1 562	1 078	436	44	977	121
Gloucester/Cheltenham	124	—	102	—	—	22	—
Hawarden	84	—	84	—	—	—	—
Humberside	507	—	414	—	—	78	15
Inverness	621	297	190	—	—	125	9
Islay	140	—	102	—	—	38	—
+ Isle of Man	1 213	417	795	—	—	—	1
Isles of Scilly	564	458	106	—	—	—	—
+ Kirkwall	967	198	522	—	50	183	14
+ Leeds/Bradford	1 027	352	514	24	—	118	19
+ Liverpool	880	466	2	54	—	298	60
+ Lydd	391	—	391	—	—	—	—
+ Manchester	5 057	1 820	436	897	103	1 475	326
Manston	..	..	..	..	..	..	..
+ Newcastle	1 707	331	832	—	20	356	168
Norwich	978	—	744	—	—	212	22
Penzance Heliport	458	458	—	—	—	—	—
+ Prestwick	747	337	22	124	14	62	188
+ Southampton	1 301	120	1 067	—	—	88	26
Stornoway	291	105	131	—	—	51	4
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	94	—	74	—	—	16	4
+ Tees-side	1 242	1	686	—	—	514	41
Tiree	60	—	52	—	—	8	—
Wick	434	104	272	—	2	51	5
TOTAL (Incl. London Area)	78 912	23 293	21 050	13 886	1 680	15 663	3 340
Channel Islands Airports							
Alderney	992	—	958	—	—	34	—
Guernsey	3 601	246	2 805	168	—	378	4
Jersey	5 769	823	4 240	39	3	530	134
TOTAL (Channel Islands Airports)	10 362	1 069	8 003	207	3	942	138

# Air Transport Movements for September 1978

Table 13

## Total Compared with One Year Earlier

	International				Domestic				1978		1977		Percentage	
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Passenger	Aircraft
<b>London Area Airports</b>														
+ Gatwick	2 358	127	5 072	199	2 177	204	54	66	9 661	596	7 245	577	33.3	3.3
+ Heathrow	17 780	1 169	13	16	5 321	52	3	—	23 117	1 237	17 716	1 200	30.5	3.1
+ Luton	2	5	2 060	22	49	—	48	3	2 159	30	2 209	45	-2.3	-33.3
+ Southend	793	—	230	—	121	—	225	—	1 369	—	1 450	—	-5.6	—
+ Stansted	2	—	263	87	2	—	3	2	270	89	261	75	3.4	18.7
TOTAL (London Area)	20 935	1 301	7 638	324	7 670	256	333	71	36 576	1 952	28 881	1 897	26.6	2.9
Westland Heliport (Battersea)	—	—	2	—	—	—	308	—	310	—	208	—	49.0	—
<b>Other UK Airports</b>														
+ Aberdeen	221	1	1 881	29	1 211	1	1 729	35	5 042	66	4 825	78	4.5	-15.4
+ Belfast	56	2	112	—	1 747	138	2	124	1 917	264	1 878	221	2.1	19.5
+ Benbecula	—	—	—	—	196	2	—	—	196	2	214	5	-8.4	-60.0
+ Birmingham	635	1	639	3	1 352	5	35	—	2 661	9	2 014	3	32.1	—
+ Blackpool	93	—	25	—	342	42	57	71	517	113	562	74	-8.0	52.7
+ Bournemouth	7	—	36	—	393	170	56	22	492	192	543	158	-9.4	21.5
+ Bristol	171	—	178	—	302	—	53	—	704	—	751	7	-6.3	—
+ Cambridge	—	—	42	—	47	—	12	—	101	—	125	—	-19.2	—
+ Cardiff	257	—	154	—	406	—	5	—	822	—	634	—	29.7	—
+ Coventry	—	—	17	—	—	—	20	—	37	—	26	2	42.3	—
+ East Midlands	246	49	327	34	377	4	101	20	1 051	107	1 052	104	-0.1	2.9
+ Edinburgh	397	—	162	—	1 394	42	83	—	2 036	42	1 628	41	25.1	2.4
+ Exeter	166	—	13	—	418	—	1	—	598	—	359	—	66.6	—
+ Glasgow	572	124	500	—	2 291	89	642	—	4 005	213	3 034	208	32.0	2.4
+ Gloucester/Cheltenham	—	—	—	—	102	—	22	—	124	—	106	—	17.0	—
+ Hawarden	—	—	—	—	84	—	—	—	84	—	—	—	—	—
+ Humberside	40	—	44	—	374	—	49	—	507	—	246	4	—	—
+ Inverness	—	—	39	—	485	—	97	—	621	—	659	—	-5.8	—
+ Islay	—	—	—	—	102	—	38	—	140	—	136	—	2.9	—
+ Isle of Man	79	—	1	—	1 106	27	—	—	1 186	27	1 126	36	5.3	-25.0
+ Isles of Scilly	—	—	—	—	564	—	—	—	564	—	614	—	-8.1	—
+ Kirkwall	—	—	19	6	715	5	221	1	955	12	930	13	2.7	-7.7
+ Leeds/Bradford	213	—	67	1	677	—	68	—	1 025	2	829	—	23.6	—
+ Liverpool	112	—	110	21	410	—	125	102	757	123	653	98	15.9	25.5
+ Lydd	200	191	—	—	—	—	—	—	200	191	181	175	10.5	9.1
+ Manchester	1 403	286	1 765	33	1 459	5	75	31	4 702	355	4 015	374	17.1	-5.1
+ Manston	—	—	—	—	—	—	—	—	—	—	182	—	—	—
+ Newcastle	360	—	373	—	803	—	154	17	1 690	17	1 171	—	44.3	—
+ Norwich	247	—	84	—	496	1	150	—	977	1	826	7	18.3	-85.7
+ Penzance Heliport	—	—	—	—	458	—	—	—	458	—	456	—	0.4	—
+ Prestwick	152	94	179	18	205	32	65	2	601	146	680	147	-11.6	-0.7
+ Southampton	190	—	47	28	990	7	37	2	1 264	37	1 104	8	14.5	—
+ Stornoway	—	—	—	—	234	2	51	4	285	6	289	14	-1.4	-57.1
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2 532	50	—	—
+ Swansea	—	—	2	—	73	1	18	—	93	1	72	1	29.2	—
+ Tees-side	44	—	275	—	643	—	280	—	1 242	—	820	5	51.5	—
+ Tiree	—	—	—	—	52	—	8	—	60	—	58	2	3.4	—
+ Wick	—	—	3	9	374	2	46	—	423	11	385	15	9.9	-26.7
TOTAL (Incl. London Area)	26 796	2 049	14 734	506	28 552	831	4 941	503	75 023	3 889	64 804	3 747	15.8	3.8
<b>Channel Islands Airports</b>														
Alderney	—	—	—	—	—	—	—	—	992	—	904	—	9.7	—
Guernsey	—	—	—	—	—	—	—	—	3 601	—	3 282	—	9.7	—
Jersey	—	—	—	—	—	—	—	—	5 769	—	5 895	—	-2.1	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	10 362	—	10 081	—	2.8	—

xx Not supplied.

# Air Transport Landings Diverted from/to UK Reporting Airports September 1978

Table 14

		Airport of actual arrival																															Table
Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	37		2Lu		1Ma 2Lu 3He 2St 1Bo	1Ma 2Lu 2He 1St	5Ma 1Em 1He				1Ma			1Cd			1St				3Bo		2Li			1Lu		1Ma 1Lu		2St			
Heathrow	4						2Ma 1Ed	1In 1Sw															1St	1Pr									
Aberdeen	4		1Pr																	1Wi													
Benbecula	4																				1Sw	1Sw						1Sw					
Birmingham	2																															1Lu	
Bristol	1																					1Cd											
Cardiff	2				1Ss																												
East Midlands	3			1GI																		1Lu											
Glasgow	1																																
Hawarden	1							1Li						1Lu																			
Isle of Man	1																							1Li									
Kirkwall	1								1In																								
Leeds	9								3Em 3Te																					1Em 2Te			
Manchester	3				1He	1Lu	1Em																										
Newcastle	2								1Te							1Te																	
Prestwick	1																																
Tees-side	1	1Em																					1GI										
Other Internal	11		1Em				2Bi	1Ss	1Hu 1Ki	1He 1Sh 1He				1Lu 1Lu	1He	1He						1In											
Overseas	12		1No																			3Pr		4He									
All Aerodromes	100	1	5	3	10	9	19	6	3	—	3	—	4	1	2	1	—	1	—	1	—	1	7	3	7	4	—	—	1	—	6	—	3

## Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator September 1978

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others		Terminal	Transit	Terminal	Transit	British Airways		Others	
London Area Airports															
+ Gatwick	918 282	909 177	9 105	13 000	—	200 043	167	36 622	—	128 106	—	372 403	2 680	159 003	6258
+ Heathrow	2 740 788	2 695 314	45 474	1 278 658	266	32 947	—	1 382 415	44 779	482	—	—	—	812	429
+ Luton	239 616	239 475	141	—	—	2 791	15	227	—	367	—	207 655	11	28 435	115
+ Southend	24 988	24 988	—	—	—	24 229	—	—	—	—	—	746	—	13	—
+ Stansted	29 228	28 194	1 034	—	119	—	—	—	231	—	189	—	316	28 194	179
TOTAL (London Area)	3 952 902	3 897 148	55 754	1 291 658	385	260 010	182	1 419 264	45 010	128 955	189	580 804	3 007	216 457	6 981
Westland Heliport (Battersea)	921	921	—	—	—	—	—	—	—	10	—	911	—	—	—
Other UK Airports															
+ Aberdeen	110 651	109 687	964	44 388	594	14 416	—	—	—	7 873	—	41 032	286	1 978	84
+ Belfast	118 706	118 680	26	85 366	—	17 769	9	3 082	—	—	—	2 916	8	9 547	9
+ Benbecula	2 024	1 979	45	1 310	—	669	45	—	—	—	—	—	—	—	—
+ Birmingham	154 401	149 355	5 046	42 832	758	20 039	3 833	12 187	317	—	—	62 729	14	11 568	124
+ Blackpool	15 412	15 412	—	—	—	14 960	—	—	—	—	—	441	—	11	—
+ Bournemouth	16 656	16 176	480	51	—	13 307	384	—	—	—	—	2 752	60	66	36
+ Bristol	34 163	30 915	3 248	4 653	2 666	3 540	582	3 176	—	—	—	12 185	—	7 361	—
+ Cambridge	4 569	4 569	—	—	—	3 212	—	—	—	126	—	332	—	899	—
+ Cardiff	29 432	26 897	2 535	6 860	602	3 782	1 769	—	—	—	—	8 332	164	7 923	—
+ Coventry	146	146	—	—	—	—	—	—	—	—	—	104	—	42	—
+ East Midlands	61 145	61 060	85	—	—	25 391	—	—	—	—	—	32 697	85	2 972	—
+ Edinburgh	120 294	118 577	1 717	74 064	177	22 489	1 510	5 078	—	325	—	12 274	2	4 347	28
+ Exeter	11 593	10 828	765	—	—	9 877	765	—	—	—	—	51	—	900	—
+ Glasgow	228 610	226 051	2 559	104 568	435	30 233	65	17 951	1 645	4 338	—	53 533	412	15 428	2
+ Gloucester/Cheltenham	2 599	2 599	—	—	—	2 526	—	—	—	—	—	73	—	—	—
+ Hawarden	387	387	—	—	—	387	—	—	—	—	—	—	—	—	—
+ Humberside	4 607	4 607	—	—	—	4 227	—	—	—	—	—	296	—	84	—
+ Inverness	13 306	12 141	1 165	9 874	1 083	1 196	—	—	—	—	—	444	82	627	—
+ Islay	1 122	1 122	—	—	—	1 054	—	—	—	—	—	68	—	—	—
+ Isle of Man	45 877	44 531	1 346	20 245	532	24 174	814	—	—	—	—	—	—	112	—
+ Isles of Scilly	13 370	13 370	—	12 294	—	1 076	—	—	—	—	—	—	—	—	—
+ Kirkwall	10 852	9 480	1 372	4 210	1 203	2 619	—	—	—	924	150	1 684	19	43	—
+ Leeds/Bradford	38 143	35 883	2 260	17 492	—	10 787	2 250	1 558	—	—	—	5 876	10	170	—
+ Liverpool	33 544	33 263	281	22 425	252	6	—	2 665	—	—	—	6 000	29	2 167	—
+ Lydd	6 570	6 570	—	—	—	6 570	—	—	—	—	—	—	—	—	—
+ Manchester	402 547	396 125	6 422	128 923	1 065	11 840	1 523	37 834	1 379	14 480	79	163 047	513	40 001	1 863
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	92 588	86 857	5 731	26 114	—	19 524	5 583	—	—	2 178	—	22 409	79	16 632	69
+ Norwich	15 585	15 553	32	—	—	14 049	—	—	—	—	—	1 383	—	121	32
+ Penzance Heliport	12 294	12 294	—	12 294	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	70 491	46 150	24 341	19 215	7 746	660	—	3 919	4 822	180	—	6 960	2 027	15 216	9 746
+ Southampton	33 328	33 312	16	5 418	—	26 902	—	—	—	—	—	954	12	38	4
+ Stornoway	4 886	4 858	28	3 845	28	726	—	—	—	—	—	285	—	2	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	953	928	25	—	—	853	25	—	—	—	—	47	—	28	—
+ Tees-side	31 947	30 281	1 666	110	—	20 427	1 575	—	—	—	—	6 175	91	3 569	—
+ Tiree	357	353	4	—	—	328	—	—	—	—	—	25	4	—	—
+ Wick	4 109	2 900	1 209	1 347	1 199	1 371	—	—	—	—	10	169	—	13	—
TOTAL (Incl. London Area)	5 701 087	5 581 965	119 122	1 939 556	18 725	590 996	20 914	1 506 714	53 173	159 389	428	1 026 988	6 904	358 322	18 978
Channel Islands Airports															
Alderney	8 764	8 764	—	—	—	8 715	—	—	—	—	—	49	—	—	—
Guernsey	67 470	63 060	4 410	13 112	—	45 807	3 957	1 593	—	—	—	2 374	453	174	—
Jersey	178 579	176 254	2 325	52 142	—	112 611	2 325	2 397	—	121	—	5 610	—	3 373	—
TOTAL (Channel Is. Airports)	254 813	248 078	6 735	65 254	—	167 133	6 282	3 990	—	121	—	8 033	453	3 547	—

Note: The figures for total terminal passengers include passengers carried on aircraft chartered by Government departments  
xx Not Supplied

# Terminal Air Passengers for September 1978

**Table 16**

## Comparison with a Year Earlier

	1978	1977	Percentage change
<b>London Area Airports</b>			
+ Gatwick	909 177	725 985	25.2
+ Heathrow	2 695 314	2 134 618	26.3
+ Luton	239 475	223 883	7.0
+ Southend	24 988	26 238	-4.8
+ Stansted	28 194	26 956	4.6
TOTAL (London Area)	3 897 148	3 137 680	24.2
Westland Heliport (Battersea)	921	517	78.1
<b>Other UK Airports</b>			
+ Aberdeen	109 687	84 707	29.5
+ Belfast	118 680	101 410	17.0
Benbecula	1 979	2 056	-3.7
+ Birmingham	149 355	112 225	33.1
+ Blackpool	15 412	16 126	-4.4
+ Bournemouth	16 176	12 574	28.6
+ Bristol	30 915	32 776	-5.7
+ Cambridge	4 569	4 191	9.0
+ Cardiff	26 897	21 606	24.5
+ Coventry	146	74	97.3
+ East Midlands	61 060	51 846	17.8
+ Edinburgh	118 577	87 451	35.6
+ Exeter	10 828	8 266	31.0
+ Glasgow	226 051	161 957	39.6
Gloucester/Cheltenham	2 599	2 392	8.7
Hawarden	387	—	—
Humberside	4 607	3 833	20.2
Inverness	12 141	13 451	-9.7
Islay	1 122	1 022	9.8
+ Isle of Man	44 531	41 135	8.3
Isles of Scilly	13 370	12 510	6.9
+ Kirkwall	9 480	8 656	9.5
+ Leeds/Bradford	35 883	22 605	58.7
+ Liverpool	33 263	22 365	48.7
+ Lydd	6 570	7 176	-8.4
+ Manchester	396 125	309 054	28.2
+ Manston	..	385	—
+ Newcastle	86 857	58 202	49.2
+ Norwich	15 553	16 820	-7.5
Penzance Heliport	12 294	11 683	5.2
+ Prestwick	46 150	47 430	-2.7
+ Southampton	33 312	29 736	12.0
Stornoway	4 858	4 053	19.9
+ Sumburgh	xx	44 855	—
Swansea	928	1 070	-13.3
+ Tees-side	30 281	19 943	51.8
Tiree	353	293	20.5
Wick	2 900	2 609	11.2
TOTAL (Incl. London Area)	5 581 965	4 516 740	23.6
<b>Channel Islands Airports</b>			
Alderney	8 764	8 337	5.1
Guernsey	63 060	54 478	15.8
Jersey	176 254	161 650	9.0
TOTAL (Channel Islands Airports)	248 078	224 465	10.5

xx Not supplied

Includes Government Charter

# International and Domestic Passenger Traffic September 1978

Table 17

## Terminal Passengers

### Comparison with a Year Earlier

	Total	International			Domestic		
	1978	1978	1977	Per-centage change	1978	1977	Per-centage change
<b>London Area Airports</b>							
+ Gatwick	909 177	832 416	659 358	26	76 761	66 627	15
+ Heathrow	2 695 314	2 337 415	1 966 249	19	357 899	168 369	—
+ Luton	239 475	236 105	221 030	7	3 370	2 853	18
+ Southend	24 988	18 002(a)	25 997	−31	6 986	241	—
+ Stansted	28 194	28 194	26 639	6	—	317	—
TOTAL (London Area)	3 897 148	3 452 132	2 899 273	19	445 016	238 407	87
Westland Heliport (Battersea)	921	10	—	—	911	517	76
<b>Other UK Airports</b>							
+ Aberdeen	109 687	27 957	31 546	−11	81 730	53 161	54
+ Belfast	118 680	15 522	13 552	15	103 158	87 858	17
Benbecula	1 979	—	—	—	1 979	2 056	−4
+ Birmingham	149 355	105 996	81 063	31	43 359	31 162	39
+ Blackpool	15 412	1 455	1 246	17	13 957	14 880	−6
+ Bournemouth	16 176	2 594	2 052	26	13 582	10 522	29
+ Bristol	30 915	25 223	28 191	−11	5 692	4 585	24
+ Cambridge	4 569	1 209	1 406	−14	3 360	2 785	21
+ Coventry	146	72	18	—	74	56	32
+ East Midlands	61 060	42 358	34 796	22	18 702	17 050	10
+ Edinburgh	118 577	27 429	23 301	18	91 148	64 150	42
+ Exeter	10 828	3 018	2 023	49	7 810	6 243	25
+ Glamorgan	26 897	19 627	14 885	32	7 270	6 721	8
+ Glasgow	226 051	84 333	69 499	21	141 718	92 458	53
Gloucester/Cheltenham	2 599	—	—	—	2 599	2 392	9
Hawarden	387	—	—	—	387	—	—
Humberside	4 607	1 439	1 737	−17	3 168	2 096	51
Inverness	12 141	768	1 607	−52	11 373	11 844	−4
Islay	1 122	—	—	—	1 122	1 022	10
+ Isle of Man	44 531	2 565	2 519	2	41 966	38 616	9
Isles of Scilly	13 370	—	—	—	13 370	12 510	7
+ Kirkwall	9 480	60	128	−53	9 420	8 528	10
+ Leeds/Bradford	35 883	13 059	11 419	14	22 824	11 186	—
+ Liverpool	33 263	12 705	10 456	22	20 558	11 909	73
+ Lydd	6 570	6 570	7 176	−8	—	—	—
+ Manchester	396 125	304 909	262 152	16	91 216	46 902	94
+ Manston	..	..	385	—	..	—	—
+ Newcastle	86 857	50 069	42 581	18	36 788	15 621	—
+ Norwich	15 553	6 909	8 186	−16	8 644	8 634	—
Penzance	12 294	—	—	—	12 294	11 683	5
+ Prestwick	46 150	43 833	43 088	2	2 317	4 342	−47
+ Southampton	33 312	4 498	1 321	—	28 814	28 415	1
Stornoway	4 858	—	5	—	4 858	4 048	20
+ Sumburgh	xx	xx	18 583	—	xx	26 272	—
Swansea	928	14	—	—	914	1 070	−15
+ Tees-side	30 281	8 710	4 163	—	21 571	15 780	37
Tiree	353	—	—	—	353	293	20
Wick	2 900	13	—	—	2 887	2 609	11
TOTAL (Incl. London Area)	5 581 965	4 265 056	3 618 357	18	1 316 909	898 383	47

(a) Includes Channel Islands Traffic.

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

xx Not supplied.

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

Table 18

## Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>EUROPE</b>							
<b>Austria</b>	22 181	16 398	5 783	19 301	13 192	6 109	15
London — Vienna	17 128	14 051	3 077	16 067	12 513	3 554	7
Other Routes	5 053	2 347	2 706	3 234	679	2 555	56
<b>Belgium</b>	83 337	80 174	3 163	75 842	72 754	3 088	10
London — Brussels	57 606	57 407	199	46 224	45 956	268	25
Other S.E. England — Belgium	16 354	15 960	304	20 362	19 431	931	-20
Other Routes	9 377	6 807	2 570	9 256	7 367	1 889	1
<b>Denmark</b>	57 938	44 161	13 777	55 780	40 659	15 121	4
London — Copenhagen	39 092	34 593	4 499	38 798	32 468	6 330	1
Other Routes	18 846	9 568	9 278	16 982	8 191	8 791	11
<b>Finland</b>	10 374	10 098	276	10 252	10 246	6	1
<b>France</b>	289 693	273 559	16 134	258 542	236 640	21 902	12
London — Nice	23 214	22 271	943	18 674	18 309	365	24
— Paris	185 888	181 938	3 950	159 921	155 762	4 159	16
— N. France (a)	9 878	9 259	619	9 040	8 695	345	9
— Other France	30 098	26 092	4 006	28 284	22 187	6 097	6
Manchester — Paris	9 178	9 170	8	8 226	8 209	17	12
Other UK — Paris	15 294	13 583	1 711	12 194	10 544	1 650	25
Luton — Other France	1 494	—	1 494	3 518	—	3 518	-58
Other S.E. England — France	8 944	8 847	97	10 901	10 862	39	-18
Other Routes	5 705	2 399	3 306	7 784	2 072	5 712	-27
<b>Germany (Fed. Republic)</b>	269 403	209 080	60 323	224 534	168 573	55 961	20
London — Dusseldorf	40 770	35 768	5 002	23 393	18 915	4 478	74
— Frankfurt	68 756	60 826	7 930	74 662	66 508	8 154	-8
— Hamburg	31 028	26 572	4 456	22 560	18 038	4 522	38
— Munich	37 117	24 576	12 541	28 734	18 033	10 701	29
— Other Germany	55 396	47 467	7 929	37 465	32 677	4 788	48
Luton — Germany	16 559	—	16 559	18 441	—	18 441	-10
Manchester — Germany	12 084	9 424	2 660	12 707	10 174	2 533	-5
Other Routes	7 693	4 447	3 246	6 572	4 228	2 344	17
<b>Gibraltar</b>	7 784	5 067	2 717	6 858	5 043	1 815	14
<b>Greece</b>	172 582	50 986	121 596	135 703	45 936	89 767	27
<b>Iceland</b>	5 222	5 194	28	6 015	5 423	592	-13
London — Reykjavik	3 541	3 541	—	3 235	3 235	—	9
Glasgow — Reykjavik	1 681	1 653	28	2 188	2 188	—	-23
Other Routes	—	—	—	592	—	592	—



Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	204 696	202 105	2 591	168 166	166 582	1 584	22
London – Cork	17 261	17 019	242	13 409	13 409	—	29
– Dublin	96 073	95 049	1 024	65 907	65 495	412	46
– Shannon	15 046	15 046	—	11 030	11 030	—	36
Manchester – Dublin	15 373	15 368	5	13 994	13 987	7	10
Birmingham – Dublin	13 699	13 699	—	12 073	12 067	6	13
Glasgow – Dublin	10 979	10 979	—	11 597	11 597	—	–5
Liverpool – Dublin	5 249	5 157	92	6 557	6 536	21	–20
Leeds/Bradford – Dublin	3 512	3 481	31	3 151	3 151	—	11
Edinburgh – Dublin	5 058	5 022	36	5 240	5 240	—	–3
Bristol – Dublin	3 176	3 176	—	8 532	8 529	3	–63
Other Routes	19 270	18 109	1 161	16 676	15 541	1 135	16
<b>Italy</b>	257 861	107 243	150 618	228 822	90 538	138 284	13
London – Genoa (g)	2 157	—	2 157	1 850	—	1 850	17
– Milan	51 110	37 227	13 883	46 049	31 175	14 874	11
– Rimini (g)	9 008	—	9 008	7 730	—	7 730	17
– Rome	43 139	36 127	7 012	46 160	36 294	9 866	–7
– Venice	14 401	6 021	8 380	13 038	5 274	7 764	10
– Other Italy	44 220	22 178	22 042	35 929	14 274	21 655	23
Luton – Rimini	5 907	—	5 907	5 888	—	5 888	—
– Other Italy	51 671	—	51 671	40 412	—	40 412	28
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	15 836	—	15 836	16 820	—	16 820	–6
Other Routes	20 412	5 690	14 722	14 946	3 521	11 425	37
<b>Luxembourg</b>	5 767	5 708	59	5 331	5 269	62	8
London – Luxembourg	5 708	5 708	—	5 269	5 269	—	8
Other Routes	59	—	59	62	—	62	–5
<b>Netherlands</b>	194 757	190 775	3 982	186 242	180 784	5 458	5
London – Amsterdam	114 985	113 871	1 114	106 121	104 461	1 660	8
– Rotterdam	18 917	18 220	697	11 799	11 799	—	60
Other S.E. England – Netherlands	9 774	9 154	620	12 340	11 198	1 142	–21
Manchester – Amsterdam	10 941	10 938	3	12 736	12 723	13	–14
Other Routes	40 140	38 592	1 548	43 246	40 603	2 643	–7
<b>Norway</b>	45 089	35 498	9 591	47 607	34 707	12 900	–5
London – Oslo	21 568	17 514	4 054	20 789	16 796	3 993	4
Other Routes	23 521	17 984	5 537	26 818	17 911	8 907	–12
<b>Portugal</b>	56 800	25 958	30 842	47 293	22 934	24 359	20
London – Lisbon	21 929	16 820	5 109	17 170	14 053	3 117	28
Other Routes	34 871	9 138	25 733	30 123	8 881	21 242	16
<b>Soviet Union and Eastern Europe (b)</b>	53 765	33 628	20 137	37 458	27 313	10 145	44
London – Moscow	9 714	9 062	652	9 615	8 795	820	1
– Prague	3 903	3 714	189	3 475	3 475	—	12
Other Routes	40 148	20 852	19 296	24 368	15 043	9 325	65

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	723 717	117 816	605 901	577 840	104 959	472 881	25
London – Barcelona	27 459	19 616	7 843	22 948	15 584	7 364	20
– Ibiza	20 798	3 715	17 083	15 833	1 927	13 906	31
– Madrid	47 921	41 709	6 212	37 338	31 984	5 354	28
– Malaga	39 006	13 891	25 115	31 605	15 883	15 722	23
– Palma	76 641	12 621	64 020	64 775	14 938	49 837	18
– Other Spain	98 657	25 361	73 296	76 884	23 688	53 196	28
Luton – Alicante	13 641	—	13 641	11 062	—	11 062	23
– Barcelona	5 167	—	5 167	4 667	—	4 667	11
– Gerona	8 424	—	8 424	7 597	—	7 597	11
– Ibiza	8 583	—	8 583	9 604	—	9 604	-11
– Palma	23 942	—	23 942	21 764	—	21 764	10
– Other Spain	27 311	—	27 311	20 142	—	20 142	36
Other S.E. England – Spain	—	—	—	192	—	192	—
Manchester– Barcelona	7 929	—	7 929	7 609	—	7 609	4
– Palma	35 713	—	35 713	31 001	—	31 001	15
Other N. England – Spain	112 763	252	112 511	89 683	672	89 011	26
Scotland – Spain	51 731	346	51 385	40 487	213	40 274	28
Other Routes	118 031	305	117 726	84 649	70	84 579	39
<b>Sweden</b>	44 322	27 201	17 121	43 742	22 910	20 832	1
London – Stockholm	26 171	19 682	6 489	24 219	17 410	6 809	8
Other Routes	18 151	7 519	10 632	19 523	5 500	14 023	-7
<b>Switzerland</b>	131 134	100 427	30 707	111 858	75 450	36 408	17
London – Basle	10 969	8 814	2 155	6 808	5 151	1 657	61
– Geneva	45 088	36 357	8 731	35 016	25 534	9 482	29
– Zurich	63 263	46 334	16 929	55 125	34 947	20 178	15
Luton – Switzerland	2 611	—	2 611	4 766	—	4 766	-45
Other Routes	9 203	8 922	281	10 143	9 818	325	-9
<b>Yugoslavia</b>	65 242	23 713	41 529	47 290	20 021	27 269	38
London – Dubrovnic	10 523	1 650	8 873	5 728	1 151	4 577	84
– Ljubljana	2 787	2 787	—	2 962	2 279	683	-6
Luton – Yugoslavia	3 138	—	3 138	5 397	—	5 397	-42
Other Routes	48 794	19 276	29 518	33 203	16 591	16 612	47
<b>Other Europe</b>	133 136	83 873	49 263	108 618	68 589	40 829	23
WESTERN HEMISPHERE							
<b>Canada</b>	190 863	99 527	91 336	197 359	93 263	104 096	-3
London – Montreal	20 109	18 516	1 593	21 625	17 671	3 954	-7
– Toronto	61 955	36 010	25 945	67 762	31 901	35 861	-9
– Other Canada	54 279	24 009	30 270	55 639	25 491	30 148	-2
Other UK – Montreal	4 597	3 778	819	3 557	2 852	705	29
– Toronto	39 913	13 584	26 329	38 970	12 278	26 692	2
Other Routes	10 010	3 630	6 380	9 806	3 070	6 736	2

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	578 406	492 451	85 955	432 647	306 143	126 504	34
London – New York	212 034	183 177	28 857	169 767	124 581	45 186	25
– Other East Coast USA	110 487	106 411	4 076	91 130	81 639	9 491	21
– Chicago and Detroit	62 000	49 795	12 205	50 769	32 442	18 327	22
– West Coast USA	124 254	98 771	25 483	88 580	54 036	34 544	40
– Other USA	47 065	42 662	4 403	7 956	1 828	6 128	—
Other UK – New York	18 035	11 635	6 400	18 766	11 617	7 149	–4
Other Routes	4 531	—	4 531	5 679	—	5 679	–20
<b>West Atlantic and Caribbean Islands</b>	28 134	26 636	1 498	24 061	23 162	899	17
<b>Central and South America</b>	14 176	13 887	289	11 579	10 927	652	22
REST OF THE WORLD							
<b>Canary Islands</b>	57 850	3 921	53 929	54 859	4 460	50 399	5
<b>North Africa (c)</b>	41 383	23 422	17 961	29 994	18 383	11 611	38
<b>East Africa (d)</b>	17 580	15 769	1 811	14 334	12 172	2 162	23
<b>Central Africa (e)</b>	9 464	9 463	1	9 477	9 477	—	—
<b>West Africa (d)</b>	36 662	35 287	1 375	34 196	31 907	2 289	7
<b>South Africa</b>	28 678	28 324	354	24 411	24 411	—	17
<b>Middle East (f)</b>	212 452	209 795	2 657	179 484	179 031	453	18
<b>India</b>	24 408	24 408	—	17 850	17 850	—	37
<b>Pakistan</b>	11 212	11 212	—	9 842	9 842	—	14
<b>Far East</b>	86 889	82 900	3 989	70 859	67 867	2 992	23
<b>Australia and New Zealand</b>	40 316	40 316	—	34 665	34 665	—	16
<b>Other Routes n.e.i.</b>	37 614	12 246	25 368	50 661	9 560	41 101	–26
<b>ALL ROUTES</b>	4 250 887	2 778 226	1 472 661	3 599 372	2 271 642	1 327 730	18

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

**S.E. England** includes London, Luton, Lydd, Manston and Southend.

**N. England** comprises the airports in England north of a line from the Mersey to the Humber (Manchester, Liverpool, Blackpool, Newcastle, Leeds/Bradford and Tees-side).

**Glasgow** includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of the line of 49° latitude.

(b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.

(c) North Africa includes Algeria, Libya, Morocco and Tunisia.

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

(f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.

(g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London – Other Italy.

(h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey; the point at which a passenger disembarks from a particular service may not represent their ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e., the aircraft's ultimate origin or destination. This has been the practice since the 1 January 1976 — before this date missing information was replaced by estimates made by the authority. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by government departments.

# Cargo by Type and Nationality of Operator September 1978

Table 19

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	8 163.1	5.5	9.4	866.6	2 316.8	146.1	118.9	0.4	0.9	1 364.1	2 949.4	113.0	272.0
+ Heathrow	39 603.7	7 159.9	7 309.0	189.2	284.7	10 666.6	13 654.9	44.6	—	39.0	186.1	45.6	24.1
+ Luton	413.7	—	—	0.3	—	41.1	—	—	—	86.2	65.9	83.9	136.3
+ Southend	785.0	—	—	186.0	337.0	—	—	—	—	39.0	223.0	—	—
+ Stansted	2 203.3	—	—	—	—	—	—	—	—	541.1	1 201.0	228.1	233.1
TOTAL (London Area)	51 168.8	7 165.4	7 318.4	1 242.1	2 938.5	10 853.8	13 773.8	45.0	0.9	2 069.4	4 625.4	470.6	665.5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	578.6	82.0	119.0	33.5	27.9	—	—	16.2	36.7	72.4	190.6	—	0.3
+ Belfast	1 212.4	101.4	267.7	231.5	32.0	3.8	6.1	—	—	569.0	0.9	—	—
+ Benbecula	16.2	10.6	4.5	0.9	0.2	—	—	—	—	—	—	—	—
+ Birmingham	244.5	86.4	56.1	25.2	4.2	33.0	33.1	—	—	—	6.4	0.1	—
+ Blackpool	341.4	—	—	4.7	32.6	—	—	—	—	—	304.1	—	—
+ Bournemouth	727.6	—	1.1	353.2	306.7	—	—	—	—	28.5	38.1	—	—
+ Bristol	42.3	2.9	6.4	6.3	1.4	15.3	9.6	—	—	—	—	—	0.4
+ Cambridge	3.0	—	—	—	—	—	—	—	—	1.0	2.0	—	—
+ Cardiff	18.1	0.9	12.5	2.3	2.4	—	—	—	—	—	—	—	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	665.7	—	—	78.7	102.7	—	—	—	—	64.5	291.4	81.6	46.8
+ Edinburgh	106.1	27.2	26.7	25.4	20.0	4.1	2.6	—	—	—	—	0.1	—
+ Exeter	28.8	—	—	6.1	22.7	—	—	—	—	—	—	—	—
+ Glasgow	1 627.4	649.0	190.1	52.2	39.0	276.2	413.3	—	0.1	0.2	7.3	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	2.0	—	—	1.0	1.0	—	—	—	—	—	—	—	—
+ Inverness	29.4	2.8	26.6	—	—	—	—	—	—	—	—	—	—
+ Islay	12.8	—	—	7.5	5.3	—	—	—	—	—	—	—	—
+ Isle of Man	195.6	35.1	20.6	134.0	5.9	—	—	—	—	—	—	—	—
+ Isles of Scilly	7.7	7.2	0.5	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	54.2	34.1	13.8	0.7	1.0	—	—	1.1	—	—	—	—	3.5
+ Leeds/Bradford	30.6	7.4	6.6	7.5	6.6	1.1	1.2	—	—	—	0.2	—	—
+ Liverpool	698.9	20.1	35.9	—	—	1.5	2.2	—	—	4.2	417.3	15.8	201.9
+ Lydd	355.5	—	—	150.3	205.2	—	—	—	—	—	—	—	—
+ Manchester	2 879.9	330.9	302.8	17.2	20.1	739.0	1 186.4	—	—	12.1	213.5	34.8	23.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	127.2	15.6	16.5	21.1	35.6	—	—	—	—	35.0	3.0	—	0.4
+ Norwich	38.3	—	—	13.1	24.7	—	—	—	—	—	—	0.5	—
+ Penzance Heliport	7.7	0.5	7.2	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 660.1	568.4	251.1	—	—	384.3	188.3	0.5	—	147.8	—	72.6	47.1
+ Southampton	408.6	3.5	20.3	18.0	94.9	—	—	—	—	—	118.2	—	153.7
+ Stornoway	40.8	27.5	3.3	0.9	1.0	—	—	—	—	—	0.2	0.1	7.8
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	29.1	—	—	12.2	16.7	—	—	—	—	—	0.2	—	—
+ Tiree	1.3	—	—	1.1	0.2	—	—	—	—	—	—	—	—
+ Wick	24.7	3.1	1.3	0.4	0.7	—	—	—	—	—	18.0	—	1.2
TOTAL (Incl. London Area)	63 385.3	9 182.0	8 709.0	2 447.1	3 949.2	12 312.1	15 616.6	62.8	37.7	3 004.1	6 236.8	676.2	1 151.7
Channel Islands Airports													
+ Alderney	23.7	—	—	20.2	3.5	—	—	—	—	—	—	—	—
+ Guernsey	775.3	2.1	4.3	176.3	94.1	0.3	—	—	—	171.8	326.4	—	—
+ Jersey	742.8	58.6	26.5	413.0	169.6	0.2	—	—	—	53.6	21.3	—	—
TOTAL (Channel Islands Airports)	1 541.8	60.7	30.8	609.5	267.2	0.5	—	—	—	225.4	347.7	—	—

xx Not Supplied.

## Cargo September 1978

Table 20

## Total Compared with One Year Earlier

	International				Domestic				1978 Total		1977 Total		Percentage change	
	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Passenger Aircraft	Cargo	Passenger Aircraft	Cargo	Passenger Aircraft	Cargo
<b>London Area Airports</b>														
+ Gatwick	1 239	1 654	61	4 432	193	378	3	204	1 496	6 668	1 020	5 937	46.7	12.3
+ Heathrow	23 518	14 759	—	339	450	536	—	—	23 968	15 634	19 728	15 178	21.5	3.0
+ Luton	—	41	144	224	—	—	—	5	144	270	140	303	2.9	-10.9
+ Southend	522	—	204	—	2	—	58	—	786	—	395	—	99.0	—
+ Stansted	—	—	449	1 752	—	—	—	3	449	1 755	275	1 421	63.3	23.5
TOTAL (London Area)	25 279	16 454	858	6 747	645	914	61	212	26 843	24 327	21 558	22 839	24.5	6.5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+ Aberdeen	44	—	217	17	219	—	68	16	548	33	508	32	7.9	3.1
+ Belfast	10	—	—	—	434	199	—	570	444	769	424	615	4.7	25.0
Benbecula	—	—	—	—	16	—	—	—	16	—	14	—	14.3	—
+ Birmingham	174	—	—	6	63	—	—	—	237	6	235	3	0.9	—
+ Blackpool	8	—	—	—	29	1	—	304	37	305	42	88	-11.9	—
+ Bournemouth	—	—	—	—	3	657	—	66	3	723	2	718	50.0	0.7
+ Bristol	33	—	—	—	9	—	—	—	42	—	42	4	—	—
+ Cambridge	—	—	3	—	—	—	—	—	3	—	21	—	-85.7	—
+ Cardiff	11	—	—	—	7	—	—	—	18	—	19	—	-5.3	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	2	—	—
+ East Midlands	45	50	27	440	64	22	9	9	145	521	109	607	33.0	-14.2
+ Edinburgh	20	—	—	—	85	—	—	—	105	—	100	1	5.0	—
+ Exeter	4	—	—	—	26	—	—	—	30	—	39	—	-23.1	—
+ Glasgow	196	541	2	—	267	616	5	—	470	1 157	433	1 143	8.5	1.2
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	2	—	—	—	—	—	—	—	2	—	—	2	—	—
Inverness	—	—	—	—	30	—	—	—	30	—	32	—	-6.2	—
Islay	—	—	—	—	13	—	—	—	13	—	9	—	44.4	—
+ Isle of Man	—	—	—	—	96	99	—	—	96	99	93	121	3.2	-18.2
Isles of Scilly	—	—	—	—	8	—	—	—	8	—	7	—	14.3	—
+ Kirkwall	—	—	—	3	50	—	1	1	51	4	46	4	10.9	—
+ Leeds/Bradford	14	—	—	—	17	—	—	—	31	—	33	—	-6.1	—
+ Liverpool	6	—	13	205	54	—	—	421	73	626	77	607	-5.2	3.1
+ Lydd	1	355	—	—	—	—	—	—	1	355	—	419	—	-15.3
+ Manchester	837	1 580	—	265	168	12	—	19	1 005	1 876	915	2 131	9.8	-12.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	50	—	—	—	40	—	1	37	91	37	67	—	35.8	—
+ Norwich	19	—	1	—	19	—	—	—	39	—	53	2	-26.4	—
Penzance Heliport	—	—	—	—	8	—	—	—	8	—	7	—	14.3	—
+ Prestwick	178	1 080	—	259	7	127	1	8	186	1 474	173	1 210	7.5	21.3
+ Southampton	6	—	—	265	128	2	—	7	134	274	107	14	25.2	—
Stornoway	—	—	—	—	32	—	—	8	32	8	32	1	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	169	17	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	4	—	—	—
+ Tees-side	3	—	—	—	26	—	—	—	29	—	20	81	45.0	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	19	5	—	—	—	5	19	8	1	-37.5	—
TOTAL (Incl. London Area)	26 940	20 060	1 121	8 226	2 569	2 649	146	1 678	30 776	32 613	25 399	30 662	21.2	6.4
<b>Channel Islands Airports</b>														
Alderney	—	—	—	—	—	—	—	—	24	—	27	—	-11.1	—
Guernsey	—	—	—	—	—	—	—	—	775	—	702	—	10.4	—
Jersey	—	—	—	—	—	—	—	—	743	—	837	—	-11.2	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 542	—	1 566	—	-1.5	—

xx Not supplied.

# All Scheduled Services September 1978

Table 21.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	22 499	19 089	36 011	1 601 806	4 987 192	3 586 944	71.9	14 140	594 219	401 999	12 617	58 437	330 945	67.7
British Airways Helicopters	28	455	150	11 802	888	720	81.1	9	62	57	—	1	56	91.5
British Caledonian Airways	2 898	3 261	4 977	135 886	405 718	269 305	66.4	1 389	49 926	29 213	449	4 476	24 288	58.5
Air Anglia	870	2 330	2 434	37 768	34 829	18 278	52.5	98	3 551	1 886	—	58	1 828	53.1
Air Wales	77	212	261	989	1 047	395	37.7	—	74	32	—	—	31	42.4
Air Westward	101	227	401	1 152	1 058	526	49.7	—	87	45	—	—	45	51.6
Aurigny Air Services	139	2 330	775	25 374	1 975	1 447	73.2	88	189	120	—	4	116	63.7
British Air Ferries	217	828	821	17 122	7 407	3 995	53.9	425	960	499	—	135	364	52.0
British Island Airways	490	2 262	1 970	72 411	24 529	15 353	62.6	211	2 257	1 345	1	39	1 304	59.6
British Midland Airways	489	1 595	1 544	64 223	36 826	22 917	62.2	167	3 210	1 848	—	59	1 788	57.6
Brymon Airways	110	561	492	6 818	3 042	1 733	57.0	—	292	139	—	—	139	47.5
Dan-Air Services	578	1 752	1 849	53 405	34 571	20 483	59.2	22	2 935	1 754	—	12	1 742	59.8
Haywards Aviation	28	154	126	555	189	111	58.5	2	19	9	—	—	9	47.2
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	647	111	849	26 424	187 556	150 655	80.3	—	18 988	12 052	—	—	12 052	63.5
Loganair	130	1 550	678	8 014	1 412	800	56.7	—	128	72	—	—	72	56.3
<b>TOTAL Passenger Services</b>	<b>29 302</b>	<b>36 717</b>	<b>53 336</b>	<b>2 063 749</b>	<b>5 728 240</b>	<b>4 093 659</b>	<b>71.5</b>	<b>16 552</b>	<b>676 896</b>	<b>451 067</b>	<b>13 067</b>	<b>63 222</b>	<b>374 778</b>	<b>66.6</b>
<b>Cargo Services</b>														
British Airways	1 162	690	1 637	—	—	—	—	5 099	30 571	19 648	314	19 334	—	64.3
British Caledonian Airways	235	110	319	—	—	—	—	811	7 895	3 395	151	3 243	—	43.0
Air Freight	24	112	127	—	—	—	—	271	82	58	—	58	—	70.7
Air-Bridge Carriers	29	177	120	—	—	—	—	641	168	112	—	112	—	66.6
British Island Airways	58	240	227	—	—	—	—	533	265	147	22	124	—	55.4
Intra Airways	xx	xx	xx	—	—	—	—	xx	xx	xx	xx	xx	xx	xx
<b>TOTAL Cargo Services</b>	<b>1 508</b>	<b>1 329</b>	<b>2 430</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>7 356</b>	<b>38 979</b>	<b>23 358</b>	<b>488</b>	<b>22 871</b>	<b>—</b>	<b>59.9</b>
<b>GRAND TOTAL</b>	<b>30 810</b>	<b>38 046</b>	<b>55 766</b>	<b>2 063 749</b>	<b>5 728 240</b>	<b>4 093 659</b>	<b>71.5</b>	<b>23 908</b>	<b>715 875</b>	<b>474 426</b>	<b>13 555</b>	<b>86 093</b>	<b>374 778</b>	<b>66.3</b>

xx Not Supplied.

# International Scheduled Services September 1978

Table 21.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	19 890	12 017	29 000	1 168 100	4 727 116	3 407 370	72.1	12 979	569 896	386 288	12 535	58 098	315 655	67.8
British Caledonian Airways	2 456	1 683	3 744	87 731	369 739	249 824	67.6	1 023	46 446	27 501	444	4 418	22 639	59.2
Air Anglia	571	1 081	1 417	24 197	26 813	13 024	48.6	77	2 730	1 351	—	49	1 302	49.5
Air Wales	77	212	261	989	1 047	395	37.7	—	74	32	—	—	31	42.4
Air Westward	60	110	232	597	617	320	51.9	—	51	27	—	—	27	53.8
Aurigny Air Services	139	2 330	775	25 374	1 975	1 447	73.2	88	189	120	—	4	116	63.7
British Air Ferries	217	828	821	17 122	7 407	3 995	53.9	425	960	499	—	135	364	52.0
British Island Airways	240	901	950	27 541	11 983	6 836	57.0	42	1 103	593	—	12	581	53.8
British Midland Airways	131	355	422	9 185	9 545	4 230	44.3	59	754	354	—	24	330	47.0
Brymon Airways	29	131	131	726	514	199	38.7	—	43	16	—	—	16	36.8
Dan-Air Services	294	563	813	18 616	19 059	10 093	53.0	14	1 619	872	—	9	863	53.8
Haywards Aviation	11	76	47	158	62	23	36.4	1	6	2	—	—	2	29.0
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	647	111	849	26 424	187 556	150 655	80.3	—	18 988	12 052	—	—	12 052	63.5
TOTAL Passenger Services	24 761	20 398	39 462	1 406 760	5 363 434	3 848 409	71.8	14 708	642 859	429 706	12 979	62 750	353 977	66.8
Cargo Services														
British Airways	1 129	609	1 570	—	—	—	—	4 518	30 013	19 358	314	19 045	—	64.5
British Caledonian Airways	210	67	268	—	—	—	—	581	7 691	3 263	19	3 243	—	42.4
Air Freight	24	112	127	—	—	—	—	271	82	58	—	58	—	70.7
British Island Airways	4	8	14	—	—	—	—	14	18	7	—	7	—	38.9
Intra Airways	xx	xx	xx	—	—	—	—	xx	xx	xx	xx	xx	xx	xx
TOTAL Cargo Services	1 367	796	1 978	—	—	—	—	5 385	37 804	22 685	333	22 353	—	60.0
GRAND TOTAL	26 128	21 194	41 441	1 406 760	5 363 434	3 848 409	71.8	20 093	680 662	452 391	13 312	85 103	353 977	66.5

xx Not Supplied.

# Domestic Scheduled Services September 1978

Table 21.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	2 609	7 072	7 010	433 706	260 076	179 574	69.0	1 161	24 323	15 711	82	339	15 290	64.6
British Airways Helicopters	28	455	150	11 802	888	720	81.1	9	62	57	—	1	56	91.5
British Caledonian Airways	442	1 578	1 233	48 155	35 979	19 481	54.1	366	3 480	1 712	5	58	1 649	49.2
Air Anglia	300	1 249	1 017	13 571	8 017	5 253	65.5	21	820	535	—	10	525	65.2
Air Westward	41	117	169	555	441	206	46.6	—	36	18	—	—	18	48.5
British Island Airways	251	1 361	1 020	44 870	12 546	8 517	67.9	169	1 154	751	1	27	724	65.1
British Midland Airways	358	1 240	1 122	55 038	27 281	18 688	68.5	109	2 457	1 494	—	35	1 459	60.8
Brymon Airways	81	430	361	6 092	2 527	1 534	60.7	—	249	123	—	—	123	49.3
Dan-Air Services	285	1 189	1 036	34 789	15 512	10 390	67.0	8	1 316	882	—	3	880	67.0
Haywards Aviation	17	78	79	397	126	88	69.5	1	13	7	—	—	7	56.2
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Loganair	130	1 550	678	8 014	1 412	800	56.7	—	128	72	—	—	72	56.3
TOTAL Passenger Services	4 541	16 319	13 874	656 989	364 806	245 250	67.2	1 844	34 038	21 362	88	472	20 801	62.8
Cargo Services														
British Airways	34	81	67	—	—	—	—	581	558	290	1	289	—	51.9
British Caledonian Airways	25	43	52	—	—	—	—	230	203	132	132	—	—	65.0
Air-Bridge Carriers	29	177	120	—	—	—	—	641	168	112	—	112	—	66.6
British Island Airways	54	232	213	—	—	—	—	519	247	140	22	118	—	56.6
Intra Airways	xx	xx	xx	—	—	—	—	xx	xx	xx	xx	xx	xx	xx
TOTAL Cargo Services	141	533	451	—	—	—	—	1 971	1 176	673	155	518	—	57.3
GRAND TOTAL	4 682	16 852	14 325	656 989	364 806	245 250	67.2	3 815	35 213	22 035	243	990	20 801	62.6

xx Not Supplied.



# All Non-scheduled Services September 1978

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	915	510	1 447	32 879	150 538	120 278	79.9	1 258	19 283	12 761	1 450	11 311	66.2
British Airtours	1 636	778	2 523	130 912	309 288	282 768	91.4	—	28 089	24 301	—	24 301	86.5
British Airways Helicopters	462	2 967	2 304	30 861	9 921	5 026	50.7	192	969	434	32	402	44.8
British Caledonian Airways	1 335	801	2 128	63 723	94 631	83 389	88.1	1 726	24 845	17 841	10 639	7 202	71.8
Air Anglia	34	129	112	295	230	90	39.1	—	24	9	—	9	37.5
Air Freight	44	140	214	1 463	911	458	50.3	91	138	87	53	34	63.3
Air Westward	1	6	7	58	15	14	95.0	—	1	1	—	1	100.0
Air-Bridge Carriers	124	228	357	537	246	154	62.3	1 035	1 670	682	669	13	40.9
Alidair	154	471	491	15 902	9 037	5 025	55.6	14	833	387	20	367	46.4
Bristow Helicopters	635	4 005	3 663	39 779	10 870	7 277	66.9	170	924	687	31	656	74.4
Britannia Airways	4 115	2 428	6 481	302 302	534 989	514 207	96.1	—	45 488	43 725	—	43 725	96.1
British Air Ferries	135	330	510	2 118	2 080	1 003	48.2	565	706	326	234	92	46.2
British Executive Air Services	91	3 551	568	14 654	1 001	376	37.6	62	118	38	2	36	32.2
British Island Airways	79	184	278	744	286	233	81.5	193	368	168	148	20	45.6
British Midland Airways	646	562	1 398	40 831	66 605	43 789	65.7	1 400	13 051	9 694	5 644	4 050	74.3
Dan-Air Services	5 613	4 615	10 080	398 310	644 154	586 106	91.0	45	56 102	50 940	4 010	46 930	90.8
General Aviation Services	40	83	125	—	—	—	—	40	503	295	295	—	58.6
I.A.S. Cargo Airlines	1 139	357	1 622	—	—	—	—	3 591	41 886	27 834	27 834	—	66.5
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	54	42	122	—	—	—	—	266	887	445	445	—	50.1
Laker Airways	2 809	1 136	4 187	143 923	553 587	487 751	88.1	—	55 211	39 017	—	39 017	70.7
Loganair	154	648	685	3 944	2 049	1 140	55.6	—	187	104	—	104	55.6
Management Aviation	97	1 270	487	4 324	712	386	54.2	17	58	32	2	30	55.2
Monarch Airlines	1 383	926	2 218	117 718	204 591	186 850	91.3	—	20 275	16 944	—	16 944	83.6
North Scottish Helicopters	206	4 372	1 028	13 116	822	617	75.1	—	64	48	—	48	75.0
Pelican Air Transport	191	72	264	—	—	—	—	266	8 246	5 984	5 984	—	72.6
Redcoat Air Cargo	108	45	236	—	—	—	—	242	1 707	614	614	—	36.0
Tradewinds Airways	514	237	826	—	—	—	—	5 014	19 039	11 904	11 904	—	62.5
Transmeridian Air Cargo	901	308	1 613	—	—	—	—	2 167	29 069	15 650	15 650	—	53.8
TOTAL	23 615	31 201	45 971	1 358 393	2 596 563	2 326 939	89.6	18 362	369 739	280 950	85 659	195 291	76.0
Class 5A Licence TOTAL	462	586	871	22 466	33 865	28 426	83.9	..	11 670	9 463	7 080	2 383	81.1
TOTAL Excludes 5A Licence	23 153	30 615	45 100	1 335 927	2 562 698	2 298 513	89.7	18 362	358 069	271 487	78 579	192 908	75.8

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

xx Not Supplied.

# International Non-Scheduled Services September 1978

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	900	462	1 397	31 204	149 456	119 740	80.1	1 258	19 191	12 714	1 450	11 263	66.2
British Airtours	1 636	778	2 523	130 912	309 288	282 768	91.4	—	28 089	24 301	—	24 301	86.5
British Airways Helicopters	462	2 967	2 304	30 861	9 921	5 026	50.7	192	969	434	32	402	44.8
British Caledonian Airways	1 335	801	2 128	63 723	94 631	83 389	88.1	1 726	24 845	17 841	10 639	7 202	71.8
Air Anglia	10	16	29	56	66	38	57.6	—	7	4	—	4	57.1
Air Freight	27	77	130	240	361	131	36.3	90	90	62	53	10	69.6
Air Westward	1	4	5	40	11	11	100.0	—	1	1	—	1	100.0
Air-Bridge Carriers	81	94	211	60	76	28	37.3	585	1 295	545	542	2	42.1
Alidair	104	322	348	11 646	6 066	3 600	59.3	5	487	277	17	260	56.9
Bristow Helicopters	635	4 005	3 663	39 779	10 870	7 277	66.9	170	924	687	31	656	74.4
Britannia Airways	4 115	2 428	6 481	302 302	534 989	514 207	96.1	—	45 488	43 725	—	43 725	96.1
British Air Ferries	126	310	480	1 992	1 961	923	47.1	538	667	307	223	85	46.1
British Executive Air Services	91	3 551	568	14 654	1 001	376	37.6	62	118	38	2	36	32.2
British Island Airways	26	72	96	535	203	185	91.2	—	125	71	55	16	56.6
British Midland Airways	518	329	1 136	31 000	55 702	38 475	69.1	1 345	12 013	9 249	5 613	3 636	77.0
Dan-Air Services	5 246	3 631	8 753	371 449	628 141	575 716	91.7	—	54 743	50 056	3 995	46 061	91.4
General Aviation Services	29	26	69	—	—	—	—	36	99	48	48	—	48.1
I.A.S. Cargo Airlines	1 139	357	1 622	—	—	—	—	3 591	41 886	27 834	27 834	—	66.5
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	54	42	122	—	—	—	—	266	887	445	445	—	50.1
Laker Airways	2 809	1 136	4 187	143 923	553 687	487 751	88.1	—	55 211	39 017	—	39 017	70.7
Management Aviation	97	1 270	487	4 324	712	386	54.2	17	58	32	2	30	55.2
Monarch Airlines	1 383	926	2 218	117 718	204 591	186 850	91.3	—	20 275	16 944	—	16 944	83.6
North Scottish Helicopters	206	4 372	1 028	13 116	822	617	75.1	—	64	48	—	48	75.0
Pelican Air Transport	191	72	264	—	—	—	—	266	8 246	6 984	5 984	—	72.6
Redcoat Air Cargo	108	45	236	—	—	—	—	242	1 707	614	614	—	36.0
Tradewinds Airways	514	237	826	—	—	—	—	5 014	19 039	11 904	11 904	—	62.5
Transmeridian Air Cargo	901	308	1 613	—	—	—	—	2 167	29 069	15 650	15 650	—	53.8
TOTAL	22 744	28 638	42 921	1 309 534	2 562 455	2 307 496	90.1	17 578	365 590	278 829	85 131	193 698	76.3
Class 5A Licence TOTAL	448	520	816	21 639	33 580	28 207	84.0	..	11 252	9 198	6 834	2 364	81.7
TOTAL Excludes 5A Licence	22 296	28 118	42 105	1 287 895	2 528 875	2 279 289	90.1	17 578	354 338	269 631	78 297	191 334	76.1

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

xx Not supplied.

## Domestic Non-Scheduled Services September 1978

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	15	48	50	1 675	1 082	538	49.7	—	92	47	—	47	51.6
Air Anglia	24	113	83	239	164	52	31.7	—	17	5	—	5	29.4
Air Freight	17	63	84	1 223	549	327	59.4	—	48	25	—	25	51.5
Air Westward	—	2	2	18	4	3	81.8	—	—	—	—	—	100.0
Air-Bridge Carriers	43	134	145	477	170	125	73.5	450	375	138	127	11	36.7
Alidair	50	149	143	4 256	2 971	1 425	48.0	9	347	110	3	107	31.7
British Air Ferries	8	20	30	126	119	80	67.7	27	39	19	11	7	47.6
British Island Airways	53	112	183	209	83	48	57.9	193	243	97	93	4	40.0
British Midland Airways	128	233	262	9 831	10 903	5 315	48.7	54	1 038	445	31	414	42.9
Dan-Air Services	367	984	1 327	26 861	16 013	10 389	64.9	45	1 359	884	15	869	65.1
General Aviation Services	11	57	56	—	—	—	—	3	404	247	247	—	61.2
Loganair	154	648	685	3 944	2 049	1 140	55.6	—	187	104	—	104	55.6
<b>TOTAL</b>	<b>871</b>	<b>2 563</b>	<b>3 050</b>	<b>48 859</b>	<b>34 108</b>	<b>19 443</b>	<b>57.0</b>	<b>784</b>	<b>4 149</b>	<b>2 121</b>	<b>528</b>	<b>1 593</b>	<b>51.2</b>
Class 5A Licence TOTAL	14	66	55	827	285	219	76.8	..	418	265	246	19	63.4
<b>TOTAL Excludes 5A Licence</b>	<b>857</b>	<b>2 497</b>	<b>2 995</b>	<b>48 032</b>	<b>33 823</b>	<b>19 224</b>	<b>56.8</b>	<b>784</b>	<b>3 731</b>	<b>1 856</b>	<b>282</b>	<b>1 574</b>	<b>49.8</b>

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

## Class 2 Licence Operations September 1978

Table 23

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways	287	45	363	6 370	—	57 715	39 062	67.7	6 669	3 717	55.7
British Airtours	206	44	272	3 967	—	38 979	37 190	95.4	3 547	3 252	91.7
Dan-Air Services	12	4	16	327	—	2 213	1 883	85.1	177	150	85.0
Laker Airways	1 160	200	1 518	38 435	9 886	350 563	302 471	86.3	35 552	24 196	68.1
TOTAL	1 665	293	2 168	49 099	9 886	449 470	380 606	84.7	45 945	31 316	68.2

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

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	169	109	265	9 964	19 738	16 140	81.8	1 743	1 366	78.3	—	—
British Airtours	1 108	616	1 828	111 227	209 460	200 840	95.9	19 004	17 148	90.2	—	—
British Caledonian Airways	673	517	1 169	52 061	77 725	70 446	90.6	7 325	6 080	83.0	—	2 589
Britannia Airways	3 959	2 280	6 225	285 805	514 671	496 227	96.4	43 760	42 197	96.4	—	—
British Air Ferries	5	13	18	446	249	193	77.6	23	18	77.1	—	—
British Midland Airways	133	94	275	6 162	10 491	9 069	86.4	882	707	80.2	—	—
Dan-Air Services	4 103	2 873	6 829	314 795	500 989	467 269	93.3	40 075	37 381	93.3	—	755
Laker Airways	966	552	1 481	65 825	119 908	115 718	96.5	11 727	9 257	78.9	—	—
Monarch Airlines	986	622	1 543	87 390	155 511	146 753	94.4	15 154	13 310	87.8	—	—
TOTAL International Services	12 103	7 676	19 633	933 675	1 608 742	1 522 655	94.6	139 692	127 463	91.2	—	3 344
Domestic Services Nil												
GRAND TOTAL	12 103	7 676	19 633	933 675	1 608 742	1 522 655	94.6	139 692	127 463	91.2	—	3 344

## All Class 4 Licence Operations September 1978

Table 25.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	174	41	237	—	5 784	58 671	54 511	92.9	6 991	5 309	75.9
British Airtours	95	40	135	—	5 721	17 875	15 256	85.4	1 627	1 330	81.8
British Caledonian Airways	141	135	255	2 589	8 506	15 229	11 673	76.7	1 467	1 008	68.7
Britannia Airways	98	56	153	—	6 756	12 769	11 856	92.9	1 086	1 008	92.9
British Midland Airways	4	7	12	—	400	325	256	78.7	26	20	77.7
Dan-Air Services	959	593	1 599	755	51 829	117 232	101 407	86.5	9 377	8 114	86.5
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	452	330	889	—	24 439	4 0236	35 906	89.2	3 617	2 872	79.4
Monarch Airlines	363	287	624	—	28 746	43 536	35 624	81.8	4 583	3 230	70.5
<b>TOTAL</b>	<b>2 287</b>	<b>1 489</b>	<b>3 904</b>	<b>3 344</b>	<b>132 181</b>	<b>305 872</b>	<b>266 490</b>	<b>87.1</b>	<b>28 772</b>	<b>22 891</b>	<b>79.6</b>

xx Not supplied.

## International Class 4 Licence Operations September 1978

Table 25.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	174	41	237	—	5 784	58 671	54 511	92.9	6 991	5 309	75.9
British Airtours	95	40	135	—	5 721	17 875	15 256	85.4	1 627	1 330	81.8
British Caledonian Airways	141	135	255	2 589	8 506	15 229	11 673	76.7	1 467	1 008	68.7
Britannia Airways	98	56	153	—	6 756	12 769	11 856	92.9	1 086	1 008	92.9
British Midland Airways	4	7	12	—	400	325	256	78.7	26	20	77.7
Dan-Air Services	959	593	1 599	755	51 829	117 232	101 407	86.5	9 377	8 114	86.5
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	452	330	889	—	24 439	40 236	35 906	89.2	3 617	2 872	79.5
Monarch Airlines	363	287	624	—	28 746	43 536	35 624	81.8	4 583	3 230	70.5
<b>TOTAL</b>	<b>2 287</b>	<b>1 489</b>	<b>3 904</b>	<b>3 344</b>	<b>132 181</b>	<b>305 872</b>	<b>266 490</b>	<b>87.1</b>	<b>28 772</b>	<b>22 891</b>	<b>79.6</b>

xx Not supplied.

## Domestic Class 4 Licence —Nil September 1978

Table 25.3

## All Class 6 Licence Operations September 1978

**Table 26.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways	38	31	68	328	682	428	62.8
British Caledonian Airways	393	99	521	1 477	12 190	8 297	68.1
Air Freight	5	22	25	67	15	14	90.8
Air-Bridge Carriers	117	209	339	1 034	1 638	668	40.8
British Air Ferries	37	106	158	252	244	94	38.5
I.A.S. Cargo Airlines	232	79	342	963	8 362	7 297	87.3
Intra Airways	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	54	42	122	267	887	445	50.1
Pelican Air Transport	63	23	88	267	2 636	1 789	67.8
Redcoat Air Cargo	108	45	236	243	1 707	614	36.0
Tradewinds Airways	487	232	791	5 015	17 914	11 016	61.5
Transmeridian Air Cargo	805	261	1 429	2 168	25 968	14 077	54.2
<b>TOTAL</b>	<b>2 338</b>	<b>1 149</b>	<b>4 118</b>	<b>12 078</b>	<b>72 242</b>	<b>44 738</b>	<b>61.9</b>

xx Not supplied.

## International Class 6 Licence Operations September 1978

**Table 26.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways	38	31	68	328	682	428	62.8
British Caledonian Airways	393	99	521	1 477	12 190	8 297	68.1
Air Freight	5	22	25	67	15	14	90.8
Air-Bridge Carriers	79	88	202	583	1 280	541	42.3
British Air Ferries	37	106	158	252	244	94	38.5
I.A.S. Cargo Airlines	232	79	342	963	8 362	7 297	87.3
Intra Airways	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	54	42	122	267	887	445	50.1
Pelican Air Transport	63	23	88	267	2 636	1 789	67.8
Redcoat Air Cargo	108	45	236	243	1 707	614	36.0
Tradewinds Airways	487	232	791	5 015	17 914	11 016	61.5
Transmeridian Air Cargo	805	261	1 429	2 168	25 968	14 077	54.2
<b>TOTAL</b>	<b>2 299</b>	<b>1 028</b>	<b>3 981</b>	<b>11 628</b>	<b>71 884</b>	<b>44 611</b>	<b>62.1</b>

xx Not supplied.

## Domestic Class 6 Licence Operations September 1978

**Table 26.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	39	121	137	451	358	127	35.5
<b>TOTAL</b>	<b>39</b>	<b>121</b>	<b>137</b>	<b>451</b>	<b>358</b>	<b>127</b>	<b>35.5</b>

## All Class 7 Licence Operations September 1978

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	462	2 967	2 304	30 861	9 921	5 026	50.7	192	969	434	32	402	44.8
Bristow Helicopters	635	4 005	3 663	39 779	10 870	7 277	66.9	170	924	687	31	656	74.4
British Executive Air Services	91	3 551	568	14 654	1 001	376	37.6	62	118	38	2	36	32.2
Management Aviation	97	1 270	487	4 324	712	386	54.2	17	58	32	2	30	55.2
North Scottish Helicopters	206	4 372	1 028	13 116	822	617	75.1	—	64	48	—	48	75.0
<b>TOTAL</b>	<b>1 491</b>	<b>16 165</b>	<b>8 050</b>	<b>102 734</b>	<b>23 326</b>	<b>13 682</b>	<b>58.7</b>	<b>442</b>	<b>2 133</b>	<b>1 239</b>	<b>67</b>	<b>1 172</b>	<b>58.1</b>

## International Class 7 Licence Operations September 1978

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	462	2 967	2 304	30 861	9 921	5 026	50.7	192	969	434	32	402	44.8
Bristow Helicopters	635	4 005	3 663	39 779	10 870	7 277	66.9	170	924	687	31	656	74.4
British Executive Air Services	91	3 551	568	14 654	1 001	376	37.6	62	118	38	2	36	32.2
Management Aviation	97	1 270	487	4 324	712	386	54.2	17	58	32	2	30	55.2
North Scottish Helicopters	206	3 372	1 028	13 116	822	617	75.1	—	64	48	—	48	75.0
<b>TOTAL</b>	<b>1 491</b>	<b>16 165</b>	<b>8 050</b>	<b>102 734</b>	<b>23 326</b>	<b>13 682</b>	<b>58.7</b>	<b>442</b>	<b>2 133</b>	<b>1 239</b>	<b>67</b>	<b>1 172</b>	<b>58.1</b>

## Domestic Class 7 Licence Operations—Nil September 1978

Table 27.3

# All Exempt Operations September 1978

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	195	238	422	7 195	8 924	5 827	65.3	931	2 684	1 505	996	510	56.1
British Caledonian Airways	64	25	91	10	14	3	22.1	250	1 800	1 258	1 257	—	69.9
Air Anglia	34	129	112	295	230	90	39.1	—	24	9	—	9	37.5
Air Freight	28	88	140	1 463	911	458	50.3	25	81	42	8	34	51.9
Air Westward	1	6	7	58	15	14	95.0	—	1	1	—	1	100.0
Air-Bridge Carriers	3	7	10	100	86	37	42.3	2	16	4	1	3	26.8
Alldair	67	175	196	5 276	3 997	2 085	52.2	14	466	163	7	156	34.8
Britannia Airways	58	92	103	9 741	7 548	6 124	81.1	—	642	521	—	521	81.1
British Air Ferries	91	205	326	1 415	1 577	717	45.5	313	429	206	140	65	47.9
British Island Airways	57	124	202	744	286	233	81.5	193	262	113	93	20	43.1
British Midland Airways	254	331	476	12 770	16 351	9 714	59.4	1 400	3 479	2 312	1 554	758	66.4
Dan-Air Services	418	1 031	1 443	29 447	21 764	13 894	63.8	46	1 823	1 167	15	1 152	64.0
General Aviation Services	32	36	85	—	—	—	—	40	110	49	49	—	44.4
I.A.S. Cargo Airlines	708	209	1 017	—	—	—	—	2 629	26 157	16 572	16 572	—	63.4
Laker Airways	2	2	3	167	160	150	93.8	—	14	12	—	12	83.1
Loganair	154	648	685	3 944	2 049	1 140	55.6	—	187	104	—	104	55.6
<b>TOTAL</b>	<b>2 165</b>	<b>3 346</b>	<b>5 316</b>	<b>72 625</b>	<b>63 912</b>	<b>40 488</b>	<b>63.4</b>	<b>5 843</b>	<b>38 177</b>	<b>24 036</b>	<b>20 692</b>	<b>3 344</b>	<b>63.0</b>



# International Exempt Operations      September 1978

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	180	196	378	5 878	7 957	5 385	67.7	931	2 600	1 466	996	470	56.4
British Caledonian Airways	64	25	91	10	14	3	22.1	250	1 800	1 258	1 257	—	69.9
Air Anglia	10	16	29	56	66	38	57.6	—	6	4	—	4	66.7
Air Freight	11	25	56	240	361	131	36.3	24	33	18	8	10	52.4
Air Westward	1	4	5	40	11	11	100.0	—	1	1	—	1	100.0
Air-Bridge Carriers	3	6	9	60	76	28	37.3	2	15	4	1	2	24.3
Alidair	17	26	53	1 020	1 026	660	64.3	5	120	53	4	49	44.1
Britannia Airways	58	92	103	9 741	7 548	6 124	81.1	—	642	521	—	521	81.1
British Air Ferries	83	185	296	1 289	1 458	637	43.7	286	390	187	129	58	47.9
British Island Airways	4	12	19	535	203	185	91.2	—	19	16	—	16	83.6
British Midland Airways	125	98	214	2 939	5 448	4 400	80.8	1 346	2 441	1 867	1 523	344	76.5
Dan-Air Services	52	48	117	2 618	5 761	3 510	60.9	—	465	284	—	283	61.0
General Aviation Services	29	26	69	—	—	—	—	37	99	48	48	—	48.1
I.A.S. Cargo Airlines	708	209	1 017	—	—	—	—	2 629	26 157	16 572	16 572	—	63.4
Laker Airways	2	2	3	167	160	150	93.8	—	14	12	—	12	83.1
<b>TOTAL</b>	<b>1 347</b>	<b>970</b>	<b>2 458</b>	<b>24 593</b>	<b>30 090</b>	<b>21 264</b>	<b>70.7</b>	<b>5 509</b>	<b>34 803</b>	<b>22 307</b>	<b>20 537</b>	<b>1 770</b>	<b>64.1</b>

# Domestic Exempt Operations September 1978

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	14	42	45	1 317	967	442	45.7	—	84	39	—	39	47.0
Air Anglia	24	113	83	239	164	52	31.7	—	17	5	—	5	29.4
Air Freight	17	63	84	1 223	549	327	59.4	1	48	25	—	25	51.5
Air Westward	—	2	2	18	4	3	81.8	—	—	—	—	—	100.0
Air-Bridge Carriers	—	1	1	40	10	8	80.0	—	1	1	—	1	61.5
Alldair	50	149	143	4 256	2 971	1 425	48.0	9	347	110	3	107	31.7
British Air Ferries	8	20	30	126	119	80	67.7	27	39	19	11	7	47.6
British Island Airways	53	112	183	209	83	48	57.9	193	243	97	93	4	40.0
British Midland Airways	128	233	262	9 831	10 903	5 315	48.7	55	1 038	445	31	414	42.9
Dan-Air Services	366	983	1 326	26 829	16 003	10 383	64.9	46	1 358	883	15	868	65.0
General Aviation Services	3	10	15	—	—	—	—	4	11	1	1	—	11.4
Loganair	154	648	685	3 944	2 049	1 140	55.6	—	187	104	—	104	55.6
TOTAL	818	2 376	2 858	48 032	33 823	19 224	56.8	334	3 373	1 729	155	1 574	51.3

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# Class 5 Operations for UK Operators September 1978

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometre used		Passengers (000)	As percentage of available
British Airways	10	18	24	1 136	1 042	758	72.7	..	88	66	—	—	66	75.0
British Airtours	80	28	91	4 892	15 210	14 483	95.2	..	1 384	1 280	—	—	1 280	92.5
British Caledonian Airways	10	8	16	557	1 664	1 267	76.1	..	161	114	—	—	114	70.8
Air-Bridge Carriers	4	12	8	437	160	117	73.1	..	16	10	—	—	10	62.5
Alidair	87	296	295	10 626	5 040	2 940	58.3	..	367	224	—	13	211	61.0
British Air Ferries	2	6	8	257	105	93	88.6	..	10	9	—	—	9	90.0
British Midland Airways	54	28	82	3 441	8 848	7 256	82.0	..	825	566	—	—	566	68.6
Dan-Air Services	117	112	186	864	1 107	993	89.7	..	4 583	4 075	—	3 995	80	88.9
General Aviation Services	8	47	41	—	—	—	—	..	393	246	—	246	—	62.6
Intra Airways	xx	xx	xx	xx	xx	xx	xx	..	xx	xx	xx	xx	xx	xx
Monarch Airlines	4	2	6	256	689	519	75.3	..	67	47	—	—	47	70.1
Pelican Air Transport	86	29	115	—	—	—	—	..	3 776	2 826	—	2 826	—	74.8
<b>TOTAL</b>	<b>462</b>	<b>586</b>	<b>871</b>	<b>22 466</b>	<b>33 865</b>	<b>28 426</b>	<b>83.9</b>	<b>..</b>	<b>11 670</b>	<b>9 463</b>	<b>—</b>	<b>7 080</b>	<b>2 383</b>	<b>81.1</b>

xx Not supplied.

# Class 5 Operations for Non-UK Operators September 1978

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometre used		Passengers (000)	As percentage of available
British Airways	43	28	68	2 430	4 447	3 981	89.5	..	427	371	13	14	344	86.9
British Airtours	147	50	197	5 105	27 764	14 999	54.0	..	2 527	1 290	—	—	1 290	51.0
British Caledonian Airways	55	17	77	—	—	—	—	..	1 901	1 085	—	1 085	—	57.1
Air Freight	11	30	49	—	—	—	—	..	41	31	—	31	—	75.6
British Island Airways	22	60	77	—	—	—	—	..	106	55	1	54	—	51.9
British Midland Airways	201	102	553	18 058	30 590	17 494	57.2	..	7 839	6 089	—	4 090	1 999	77.7
Dan-Air Services	4	2	7	293	850	659	77.5	..	68	53	—	—	53	77.9
I.A.S. Cargo Airlines	199	69	263	—	—	—	—	..	7 367	3 965	—	3 965	—	53.8
Intra Airways	xx	xx	xx	xx	xx	xx	xx	..	xx	xx	xx	xx	xx	xx
Laker Airways	229	52	296	5 171	42 720	33 505	78.4	..	4 301	2 679	—	—	2 679	62.3
Monarch Airlines	29	15	45	1 326	4 855	3 954	81.4	..	472	358	—	—	358	75.8
Pelican Air Transport	42	20	61	—	—	—	—	..	1 834	1 369	—	1 369	—	74.6
Tradewinds Airways	27	5	35	—	—	—	—	..	1 125	888	—	888	—	78.9
Transmeridian Air Cargo	96	47	184	—	—	—	—	..	3 101	1 573	—	1 573	—	50.7
<b>TOTAL</b>	<b>1 105</b>	<b>497</b>	<b>1 912</b>	<b>32 383</b>	<b>111 226</b>	<b>74 592</b>	<b>67.1</b>	<b>..</b>	<b>31 109</b>	<b>19 806</b>	<b>14</b>	<b>13 069</b>	<b>6 723</b>	<b>63.7</b>

xx Not supplied.

# Aircraft Type and Utilisation — All Airlines September 1978

Table 30.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1978	Daily Utilisation per Aircraft (hrs) Quarter ended September 1978
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	221	989	—	1 081	—	13 869	3 099	10	3.1
Aviation Traders Carvair	19	—	52	—	85	—	—	2	1.8
Aviation Traders Merchantman	501	—	558	—	926	—	—	6	4.6
AW650 Argosy	45	—	126	—	165	—	—	3	1.7
BAC 111-200	853	1 719	5	1 947	6	82 059	44 001	9	7.1
BAC 111-300/400	2 517	2 731	—	4 748	—	172 475	181 056	17	8.9
BAC 111-500	4 589	6 358	38	8 985	45	476 113	389 007	36	8.4
BAC/Aerospatiale Concorde	721	130	—	518	—	9 465	52 731	5	3.4
Bell 212 Twin	102	3 835	—	627	—	16 520	447	8	3.2
Boeing 707 138B	421	222	—	618	—	33 237	62 399	2	10.3
Boeing 707-120/120B	194	135	—	304	—	20 705	31 472	1	11.0
Boeing 707-320C/336	5 949	1 019	797	5 016	3 086	106 440	448 505	34	8.6
Boeing 707-420	1 659	788	—	2 712	—	133 571	286 821	9	10.0
Boeing 720/720B	652	360	—	972	—	53 151	99 408	3	11.0
Boeing 727-100	1 750	994	—	2 659	—	122 583	224 248	8	11.0
Boeing 737-200	4 115	2 428	—	6 481	—	302 302	514 207	16	13.4
Boeing 747-100	5 067	1 315	—	6 640	—	216 081	1 502 964	18	13.3
Boeing 747-200	2 325	429	—	2 890	—	69 746	629 778	7	14.1
Bristol Britannia 300	253	—	125	—	553	—	—	4	4.6
Britten-Norman Islander	147	1 722	—	705	—	6 183	524	11	2.1
Britten-Norman Trislander	269	2 886	—	1 421	—	30 349	2 543	14	3.4
Canadair CL 44	765	—	276	—	1 525	—	—	9	5.9
Cessna 404 Titan	102	233	—	409	—	1 210	540	..	..
DC3 Dakota/Pionair	108	88	247	140	326	1 463	458	6	(a) 2.3
DH 106 Comet 4B/C	1 238	822	—	2 070	—	89 151	136 627	11	6.2
DHC 6 Twin-Otter	108	519	—	479	—	5 234	1 212	4	3.8
Embraer Bandeirante	55	100	—	171	—	554	307	..	..
Fokker Friendship 100/600	579	1 389	—	1 606	—	28 728	13 802	9	6.8
Hawker Siddeley 121 Trident 1C	634	1 151	—	1 311	—	76 510	42 394	11	3.9
Hawker Siddeley 121 Trident 1E	384	695	—	860	—	60 783	33 567	4	6.8
Hawker Siddeley 121 Trident 2E	1 585	1 447	—	2 729	—	111 195	120 961	16	5.7
Hawker Siddeley 121 Trident 3B	2 522	3 357	—	5 014	—	361 931	270 683	25	6.2
HP Herald 100/200	965	3 109	785	2 848	894	90 353	19 876	31	4.4
HS 748	733	2 381	—	2 655	—	63 538	22 081	21	4.3
Lockheed L1011 Tristar	1 335	761	—	2 014	—	147 862	256 284	9	7.8
MBB BO 105	269	5 395	27	1 334	11	16 185	801	3	(b) 3.8
McDonnell-Douglas DC10-10	1 313	236	—	1 734	—	66 179	379 289	4	15.2
McDonnell-Douglas DC8-54F/55F	949	—	308	—	1 289	—	—	6	7.6
McDonnell-Douglas DC9-10 to 40	345	573	—	691	—	29 940	19 436	2	11.0
McDonnell-Douglas DC-10-30	549	170	—	716	—	15 179	94 535	2	11.8
Piper PA23 Aztec (and Apache)	4	18	—	17	—	161	12	2	0.6
Piper PA31 Navajo (All Series)	224	1 062	—	854	—	3 500	818	9	(c) 3.5
Sikorsky 58T	75	707	13	420	3	5 126	502	10	2.1
Sikorsky S61N	820	5 146	—	4 480	—	62 558	9 489	43	3.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 021	939	—	4 162	—	59 067	301 317	15	3.0
Vickers Viscount 700	154	471	—	491	—	15 902	5 025	5	3.5
Vickers Viscount 700D/800/810	1 261	4 307	—	4 289	—	169 402	55 430	28	(a) 5.5
Westland Wessex	54	1 064	—	382	—	4 907	249	4	3.1
<b>TOTAL</b>	<b>52 521</b>	<b>64 200</b>	<b>3 357</b>	<b>90 200</b>	<b>8 914</b>	<b>3 351 467</b>	<b>6 258 908</b>	<b>513</b>	<b>6.5</b>

(a) All figures exclude Intra Airways—NOT SUPPLIED.

(b) Aircraft in service and utilisation excludes North Scottish Helicopters.

(c) Aircraft in service and utilisation excludes Air Wales.

# Aircraft Type and Utilisation — Individual Airlines Table 30.2

## September 1978

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
		Passenger	Cargo	Passenger	Cargo				
<b>British Airways</b>									
HS 748	83	376	—	307	—	9 681	2 588	2	4.7
Vickers Viscount 700D/800/810	787	2 906	—	2 775	—	115 787	32 910	19	5.1
BAC 111-300/400	668	1 422	—	1 469	—	72 925	32 717	7	6.9
BAC 111-500	1 789	3 719	—	3 900	—	245 320	114 830	18	7.1
Hawker Siddeley 121 Trident 2E	1 585	1 447	—	2 729	—	111 195	120 961	16	5.7
Aviation Traders Merchantman	443	—	505	—	797	—	—	5	4.8
Hawker Siddeley 121 Trident 1C	634	1 151	—	1 311	—	76 510	42 394	11	3.9
Hawker Siddeley 121 Trident 3B	2 522	3 357	—	5 014	—	361 931	270 683	25	6.2
Hawker Siddeley 121 Trident 1E	384	695	—	860	—	60 783	33 567	4	6.8
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 021	939	—	4 162	—	59 067	301 317	15	9.0
Lockheed L1011 Tristar	1 335	761	—	2 014	—	147 862	256 284	9	7.8
Boeing 707-320C/336	2 249	426	247	1 767	1 105	33 169	158 437	11	8.9
Boeing 747-100	5 067	1 315	—	6 640	—	216 081	1 502 964	18	13.3
Boeing 747-200	2 325	429	—	2 890	—	69 746	629 778	7	14.1
BAC/Aerospatiale Concorde	721	130	—	518	—	9 465	52 731	5	3.4
<b>TOTAL</b>	<b>23 614</b>	<b>19 073</b>	<b>752</b>	<b>36 356</b>	<b>1 902</b>	<b>1 589 522</b>	<b>3 552 161</b>	<b>173</b>	<b>7.4</b>
<b>British Airtours</b>									
Boeing 707-420	1 659	788	—	2 712	—	133 571	286 821	9	10.0
<b>British Airways Helicopters</b>									
Sikorsky S61N	460	2 954	—	2 290	—	39 917	5 583	24	3.2
Sikorsky 58T	19	184	—	105	—	880	92	2	2.0
Bell 212 Twin	11	284	—	59	—	1 866	71	1	2.0
<b>TOTAL</b>	<b>490</b>	<b>3 422</b>	<b>—</b>	<b>2 454</b>	<b>—</b>	<b>42 663</b>	<b>5 746</b>	<b>27</b>	<b>3.1</b>
<b>British Caledonian Airways</b>									
Piper PA31 Navajo (All Series)	28	145	—	145	—	334	64	2	2.4
BAC 111-200	629	1 422	5	1 496	6	64 685	30 394	7	7.0
BAC 111-500	1 147	1 297	38	2 141	45	88 849	94 920	9	8.1
Boeing 707-320C/336	2 092	340	199	1 792	945	25 933	132 597	9	10.3
McDonnell-Douglas DC-10-30	549	170	—	716	—	15 179	94 535	2	11.8
Sikorsky S61N	22	556	—	139	—	4 629	185	1	4.8
<b>TOTAL</b>	<b>4 468</b>	<b>3 930</b>	<b>242</b>	<b>6 429</b>	<b>996</b>	<b>199 609</b>	<b>352 694</b>	<b>30</b>	<b>8.3</b>
<b>Air Anglia</b>									
Fokker Friendship 100/600	579	1 389	—	1 606	—	28 728	13 802	9	6.8
Piper PA31 Navajo (All Series)	174	805	—	619	—	2 731	667	7	4.0
<b>TOTAL</b>	<b>753</b>	<b>2 194</b>	<b>—</b>	<b>2 225</b>	<b>—</b>	<b>31 459</b>	<b>14 469</b>	<b>16</b>	<b>5.8</b>
<b>Air Freight</b>									
DC3 Dakota/Pionair	68	88	164	140	201	1 463	458	4	2.4
<b>Air Wales</b>									
Piper PA31 Navajo (All Series)	22	112	—	90	—	435	88	..	..
Embraer Bandeirante	55	100	—	171	—	554	307	..	..
<b>TOTAL</b>	<b>77</b>	<b>212</b>	<b>—</b>	<b>261</b>	<b>—</b>	<b>989</b>	<b>395</b>	<b>..</b>	<b>..</b>

**Table 30.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
<b>Air Westward</b>									
Cessna 404 Titan	102	233	—	409	—	1 210	540	..	..
<b>Air-Bridge Carriers</b>									
HP Herald 100/200	51	19	207	18	165	537	154	4	1.6
AW650 Argosy	45	—	126	—	165	—	—	3	1.7
Aviation Traders Merhcantman	58	—	53	—	129	—	—	1	3.2
TOTAL	153	19	386	18	459	537	154	8	1.8
<b>Alidair</b>									
Vickers Viscount 700	154	471	—	491	—	15 902	5 025	5	3.5
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	130	2 193	—	726	—	24 637	1 400	6	4.2
Britten-Norman Islander	9	137	—	49	—	737	47	2	1.0
TOTAL	139	2 330	—	775	—	25 374	1 447	8	3.4
<b>Bristow Helicopters</b>									
Sikorsky S61N	338	1 636	—	2 051	—	18 012	3 721	18	3.6
Westland Wessex	54	1 064	—	382	—	4 907	249	4	3.1
Sikorsky 58T	22	316	—	148	—	2 991	208	6	1.8
Aerospatiale SA330J Puma	221	989	—	1 081	—	13 869	3 099	10	3.1
TOTAL	635	4 005	—	3 662	—	39 779	7 277	38	3.2
<b>Britannia Airways</b>									
Boeing 737-200	4 115	2 428	—	6 481	—	302 302	514 207	16	13.4
<b>British Air Ferries</b>									
HP Herald 100/200	333	936	170	997	250	19 240	4 998	13	3.2
Aviation Traders Carvair	19	—	52	—	85	—	—	2	1.8
TOTAL	352	936	222	997	335	19 240	4 998	15	3.0
<b>British Executive Air Services</b>									
Bell 212 Twin	91	3 551	—	568	—	14 654	376	7	3.3
<b>British Island Airways</b>									
HP Herald 100/200	570	2 118	408	1 783	479	69 589	14 391	13	7.1
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	475	1 401	—	1 514	—	53 615	22 520	9	6.5
McDonnell-Douglas DC9-10 to 40	345	573	—	691	—	29 940	19 436	2	11.0
Boeing 707-320C/336	315	63	120	374	362	21 499	24 750	5	6.4
TOTAL	1 135	2 037	120	2 579	362	105 054	66 707	16	7.1
<b>Brymon Airways</b>									
Britten-Norman Islander	13	94	—	69	—	437	62	1	2.0
HP Herald 100/200	12	36	—	50	—	987	334	1	3.6
DHC 6 Twin-Otter	64	369	—	288	—	3 603	732	2	5.0
TOTAL	89	499	—	407	—	5 027	1 127	4	3.9

**Table 30.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
		Passenger	Cargo	Passenger	Cargo				
<b>Dan-Air Services</b>									
HS 748	649	2 005	—	2 348	—	53 857	19 493	19	4.2
BAC 111-200	224	297	—	451	—	17 374	13 607	2	7.4
BAC 111-300/400	812	653	—	1 482	—	47 291	62 036	5	9.5
BAC 111-500	1 116	911	—	2 001	—	98 082	123 287	6	10.9
DH 106 Comet 4B/C	1 238	822	—	2 070	—	89 151	136 627	11	6.2
Boeing 727-100	1 750	994	—	2 659	—	122 583	224 248	8	11.0
Boeing 707-320C/336	242	57	101	196	165	7 167	22 307	2	4.5
<b>TOTAL</b>	<b>6 031</b>	<b>5 739</b>	<b>101</b>	<b>11 207</b>	<b>165</b>	<b>435 505</b>	<b>601 605</b>	<b>53</b>	<b>7.0</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	40	—	83	—	125	—	—	2	2.1
<b>Haywards Aviation</b>									
Britten-Norman Islander	24	136	—	109	—	394	98	1	2.9
Piper PA23 Aztec (and Apache)	4	18	—	17	—	161	12	2	0.6
<b>TOTAL</b>	<b>28</b>	<b>154</b>	<b>—</b>	<b>126</b>	<b>—</b>	<b>555</b>	<b>111</b>	<b>3</b>	<b>1.4</b>
<b>I.A.S. Cargo Airlines</b>									
Bristol Britannia 300	91	—	38	—	195	—	—	1	5.3
McDonnell-Douglas DC8-54F/55F	668	—	219	—	904	—	—	4	8.1
<b>TOTAL</b>	<b>759</b>	<b>—</b>	<b>257</b>	<b>—</b>	<b>1 099</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>7.5</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	xx	xx	xx	xx	xx	xx	xx	xx	xx
Vickers Viscount 700D/800/810	xx	xx	xx	xx	xx	xx	xx	xx	xx
<b>TOTAL</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	54	—	42	—	122	—	—	1	4.5
<b>Laker Airways</b>									
BAC 111-300/400	1 037	656	—	1 797	—	52 259	86 303	5	11.3
McDonnell-Douglas DC10-10	1 313	236	—	1 734	—	66 179	379 289	4	15.2
Boeing 707-320C/336	684	133	—	887	—	18 672	110 414	2	15.8
Boeing 707 138B	421	222	—	618	—	33 237	62 399	2	10.3
<b>TOTAL</b>	<b>3 456</b>	<b>1 247</b>	<b>—</b>	<b>5 036</b>	<b>—</b>	<b>170 347</b>	<b>638 406</b>	<b>13</b>	<b>13.0</b>
<b>Loganair</b>									
Britten-Norman Trislander	139	693	—	695	—	5 712	1 143	8	2.7
Britten-Norman Islander	101	1 355	—	478	—	4 615	317	7	2.3
DHC 6 Twin-Otter	44	150	—	191	—	1 631	480	2	2.9
<b>TOTAL</b>	<b>284</b>	<b>2 198</b>	<b>—</b>	<b>1 364</b>	<b>—</b>	<b>11 958</b>	<b>1 940</b>	<b>17</b>	<b>2.6</b>
<b>Management Aviation</b>									
Sikorsky 58T	34	207	13	167	3	1 255	202	2	3.2
MBB BO 105	63	1 023	27	306	11	3 069	184	3	3.8
<b>TOTAL</b>	<b>97</b>	<b>1 230</b>	<b>40</b>	<b>473</b>	<b>14</b>	<b>4 324</b>	<b>386</b>	<b>5</b>	<b>3.5</b>

**Table 30.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1978	Daily utilisation per aircraft (hrs) Quarter ended September 1978
<b>Monarch Airlines</b>									
BAC 111-500	537	431	—	943	—	43 862	55 970	3	11.7
Boeing 707-120/120B	194	135	—	304	—	20 705	31 472	1	11.0
Boeing 720/720B	652	360	—	972	—	53 151	99 408	3	11.0
<b>TOTAL</b>	<b>1 383</b>	<b>926</b>	<b>—</b>	<b>2 219</b>	<b>—</b>	<b>117 718</b>	<b>186 850</b>	<b>7</b>	<b>11.3</b>
<b>North Scottish Helicopters</b>									
MBB BO 105	206	4 372	—	1 028	—	13 116	617	..	..
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	191	—	72	—	264	—	—	2	8.3
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	108	—	45	—	236	—	—	2	3.4
<b>Tradewinds Airways</b>									
Canadair CL 44	146	—	57	—	297	—	—	2	7.3
Boeing 707-320C/336	175	—	58	—	245	—	—	3	4.0
<b>TOTAL</b>	<b>321</b>	<b>—</b>	<b>115</b>	<b>—</b>	<b>542</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>5.6</b>
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	620	—	219	—	1 228	—	—	7	5.5
McDonnell-Douglas DC8-54F/55F	281	—	89	—	385	—	—	2	6.7
<b>TOTAL</b>	<b>901</b>	<b>—</b>	<b>308</b>	<b>—</b>	<b>1 613</b>	<b>—</b>	<b>—</b>	<b>9</b>	<b>5.8</b>
<b>GRAND TOTAL</b>	<b>52 521</b>	<b>64 200</b>	<b>3 357</b>	<b>90 200</b>	<b>8 914</b>	<b>3 351 467</b>	<b>6 258 908</b>	<b>513</b>	<b>6.6</b>

xx Not Supplied.



# Operations Subject to Variable Charge by Type of Licence for September 1978

Table 31

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	690 839	457 313	96 842	360 471	66·2
Class 2	45 945	31 316	—	31 316	68·1
Class 3	139 692	127 462	—	127 462	91·2
Class 4	27 789	21 907	—	21 907	78·8
Class 5A	11 664	9 457	7 080	2 377	81·0
Class 6	64 423	39 622	39 622	—	61·5
Class 7	1 900	1 125	63	1 062	59·2
TOTAL	982 251	688 202	143 608	544 598	70·0
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	32 257	21 792	8 300	13 493	67·5
Exempt Services	23 738	13 904	10 639	3 265	58·5
Class 5B	31 109	19 806	13 083	6 723	63·6
Small Aircraft Operations	804	442	8	434	54·9
TOTAL	87 908	55 944	32 029	23 915	63·3
GRAND TOTAL	1 070 159	744 146	175 637	568 513	69·5

# Output by Type of Licence and Aircraft Ownership for September 1978

Table 32

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	691 410	947	23 519	715 875
Class 2	45 945	—	—	45 945
Class 3	139 692	—	—	139 692
Class 4	27 789	984	—	28 772
Class 6	64 423	7 385	435	72 242
Class 7	2 133	—	—	2 133
Exempt Services	23 738	6 135	8 304	38 176
TOTAL	995 129	15 450	32 257	1 042 836
Class 5A	11 664	6	—	11 670
Class 5B	31 109	—	—	31 109
TOTAL	42 773	6	—	42 779
GRAND TOTAL	1 037 902	15 456	32 257	1 085 615

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# Public Transport Air-Taxi Operations

**Table 34**

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

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

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

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

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

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

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

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

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

## CLASSES OF LICENCE

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

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

**Class 5** authorises substitute flights;

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

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

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

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

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

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

## Appendix B Measures and their Computation

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

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

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

<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.