

*Mrs. Isdale*

**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including February 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. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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43/59 Kingsway  
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- 3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

The series comprise:

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

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

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# Civil Aviation Statistics—February 1978

## Activity at UK Airports

Air transport movements during the month of February 1978 reached a level of 54 000 (9.3 per cent growth against February 1977; the proportion of all-freight movements was 6.6 per cent of the total. London area movements accounted for 26 000 (3.2 per cent growth as compared with the previous year). Heathrow reported 844 additional movements (4.8 per cent growth) and Gatwick 33 additional movements (marginal growth only). Luton reported 31 fewer movements (3.1 per cent decline), Stansted 30 fewer movements (11.2 per cent decline) and Southend 7 fewer movements (marginal decline). Outside the London area, 15.6 per cent growth was reported (28 000 movements). Sum-burgh and Glasgow reported the greatest increases in actual movements (1 106 additional movements; 81.1 per cent growth and 970 additional movements; 50.8 per cent growth respectively), followed by Teesside with 334 additional movements (71.5 per cent growth). Isles of Scilly and Penzance reported the heaviest falls in movements (104 fewer movements; 52.0 per cent decline and 102 fewer movements; 51.5 per cent decline respectively), followed by Liverpool with 88 fewer movements (12.3 per cent decline). Scheduled movements rose by 6.8 per cent and charter movements by 18.4 per cent. The UK operators' share of scheduled movements rose 2.0 percentage points to stand at 75.2 per cent of the total and their share of charter movements rose 1.0 percentage points to 92.3 per cent of the total.

The number of terminal passengers reported by UK airports in February 1978 was 2.8 million, which represented a growth of 5.3 per cent as compared with the same month in the previous year. London area passengers accounted for 2.0 million (3.1 per cent growth). Heathrow reported 52 345 additional passengers (3.6 per cent growth), Gatwick 7 680 additional passengers (2.5 per cent growth), and Luton 3 245 additional passengers (3.6 per cent growth). Stansted reported 3 490 fewer passengers (18.1 per cent decline) and Southend 711 fewer passengers (6.6 per cent decline). Outside the London area 0.8 million passengers used UK airports (10.9 per cent growth as compared with February 1977). Glasgow and Sum-burgh reported the greatest increases in passengers handled (37 047 additional passengers; 40.7 per cent growth and 27 572 additional passengers; more than one fold growth respectively), followed by Manchester with 15 131 additional passengers (10.5 per cent growth). Edinburgh reported the heaviest fall in passengers handled (13 188 fewer passengers; 16.1 per cent decline), followed by Cardiff and Liverpool with 6 584 fewer passengers; (44.1 per cent decline) and 6 025 fewer passengers (30.9 per cent decline) respectively. Passengers travelling on scheduled services rose by 4.4 per cent and those travelling on charter services rose by 9.1 per cent. The UK operators share of scheduled traffic rose marginally to stand at 66.0 per cent of the total and their share of charter traffic rose 2.9 percentage points to 88.8 per cent of the total.

2.0 million passengers travelled on international services in February 1978 (5.0 per cent growth as compared with February 1977). Scheduled services carried 6.0 per cent more passengers and charter services 2.3 per cent more. The most heavily used scheduled routes were those to USA with 12.2 per cent of the total (26.3 per cent growth), followed by those to France and the Netherlands with 11.7 per cent of the total (3.7 per cent decline) and 8.6 per cent of the total (2.2 per cent growth) respectively. Services to Spain carried 29.7 per cent of total charter passengers (11.6 per cent growth), services to Italy carried 14.1 per cent of the total (32.1 per cent growth) and those to Germany 8.5 per cent of the total (20.8 per cent decline).

During February 1978, air freight handled at UK airports amounted to 59 000 tonnes (5.2 per cent growth as compared with February 1977); 33 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased 7.4 per cent to 49 000 tonnes. Gatwick reported 23.1 per cent growth (1 793 additional tonnes), Heathrow 4.6 per cent growth (1 596 additional tonnes) and Stansted 14.7 per cent growth (263 additional tonnes). Luton and Southend reported falls in tonnage (4.3 per cent decline; 19 fewer tonnes and 31.6 per cent decline; 259 fewer tonnes respectively). Over the rest of the UK, tonnage declined by 4.7 per cent. Blackpool reported the greatest increase in tonnage handled (185 additional tonnes; almost 5 fold growth), followed by East Midlands and Prest-wick with 109 additional tonnes (47.8 per cent growth) and 104 additional tonnes (7.7 per cent growth) respectively. Liverpool reported the heaviest fall in tonnage handled (648 fewer tonnes; 59.9 per cent decline), followed by Bournemouth and Aberdeen with 156 fewer tonnes (21.9 per cent decline) and 75 fewer tonnes (14.6 per cent decline) respectively. Freight carried on scheduled services rose 4.6 per cent, as compared with the previous year, and that carried on charter services rose 7.5 per cent. The UK operators' share of scheduled tonnage rose 2.5 percentage points to stand at 43.9 per cent of the total and their share of tonnage on charter services rose 8.0 percentage points to 90.9 per cent.

## Output of UK Airlines

The output of UK airlines for all services in February 1978 was 775 million available tonne-kilometres, an increase of 16.0 per cent on February 1977.

The scheduled service output of 539 million available tonne-kilometres was 14.9 per cent higher than a year earlier. The overall load factor was 55.4 per cent compared with 54.7 the previous year. Seat kilometres used were 53.5 per cent of those available. Seat factors on domestic and international scheduled services were 55.0 and 53.4 per cent respectively compared with 57.6 and 54.6 per cent a year earlier.



The non-scheduled output of 236 million available tonne-kilometres was 18·6 per cent higher than in February 1977. Advance Booking Charters and Inclusive Tour Charters accounted for 11·3 and 54·7 million available tonne-kilometres respectively compared with 7·5 and 54·4 million a year earlier.

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

# Size Structure of UK Airports and Airlines Year ended 31 December 1977

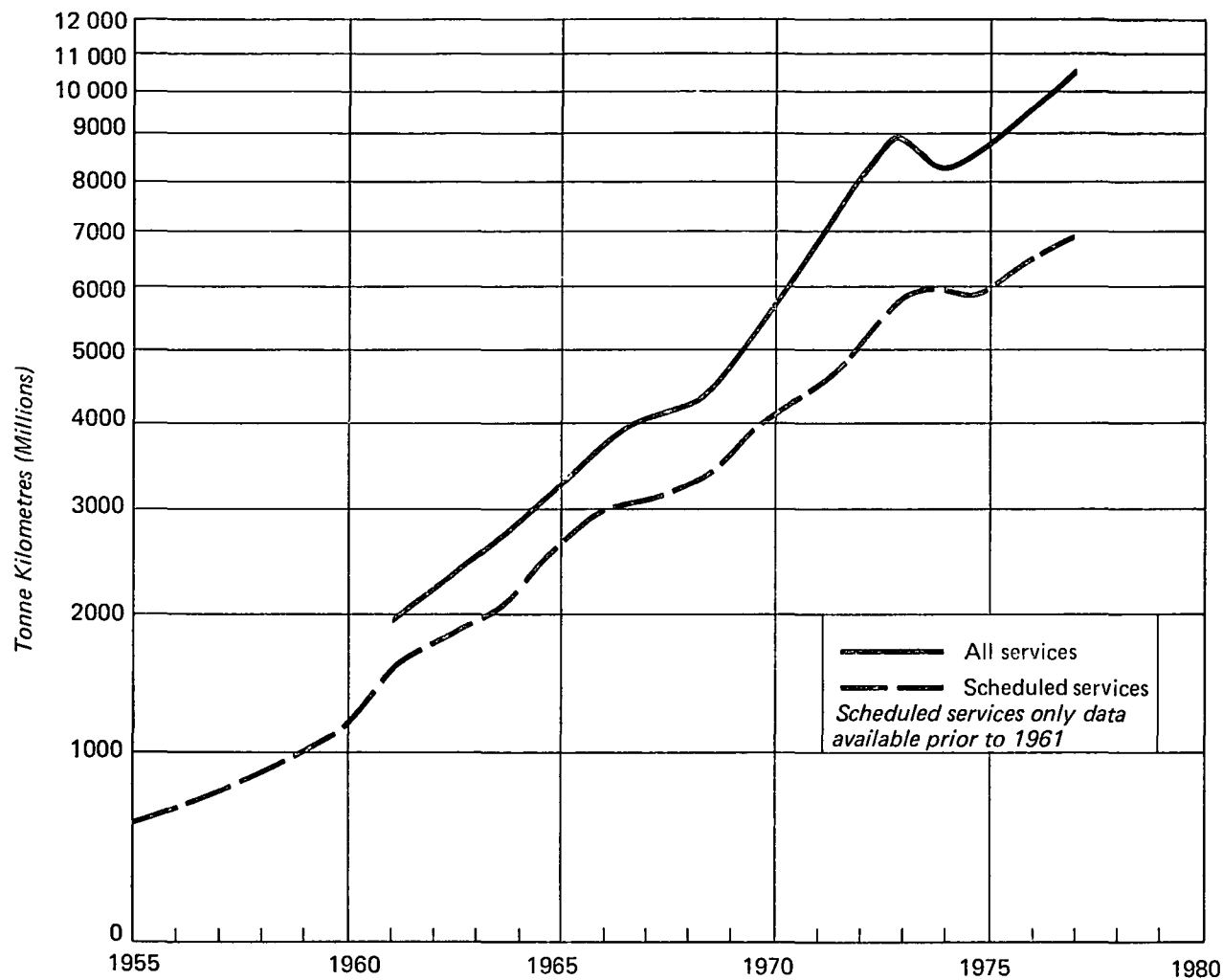
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 390	50.93	100	100.00
Gatwick	6 588	14.34	98	49.07
Manchester	2 791	6.08	95	34.73
Luton	1 947	4.24	93	28.65
Glasgow	1 752	3.81	91	24.41
Birmingham	1 065	2.32	89	20.59
Belfast	1 038	2.26	86	18.28
Edinburgh	1 021	2.22	84	16.02
Aberdeen	946	2.06	82	13.79
Newcastle	630	1.37	80	11.73
East Midlands	473	1.03	77	10.36
Sumburgh	394	0.86	75	9.33
Prestwick	386	0.84	73	8.47
Isle of Man	328	0.71	70	7.63
Stansted	299	0.65	68	6.92
Southampton	291	0.63	66	6.27
Leeds/Bradford	282	0.61	64	5.64
Liverpool	273	0.59	61	5.02
Southend	242	0.53	59	4.43
Bristol	219	0.48	57	3.90
Tees-side	214	0.47	55	3.42
Glamorgan	208	0.45	52	2.96
Other (22 airports)	1 149	2.50	50	2.50

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways – Long Haul Division	5 181	49.42	100	100.00
British Airways – Short Haul Division	1 205	11.49	97	50.58
British Caledonian Airways	940	8.97	94	38.09
Dan-Air Services	608	5.80	92	30.12
Laker Airways	511	4.87	89	24.32
International Aviation Services	451	4.30	86	19.45
Britannia Airways	389	3.71	83	15.15
Trans-Meridian Air Cargo	261	2.49	81	11.44
British Airtours	243	2.32	77	8.95
British Midland Airways	183	1.75	75	6.63
Tradewinds Airways	182	1.74	72	4.88
Monarch Airlines	172	1.64	69	3.15
Air Anglia	31	0.30	67	1.51
British Island Airways	25	0.24	64	1.21
British Air Ferries	13	0.12	61	0.97
Alidair	11	0.10	58	0.85
Others (20 airlines)	78	0.74	56	0.74

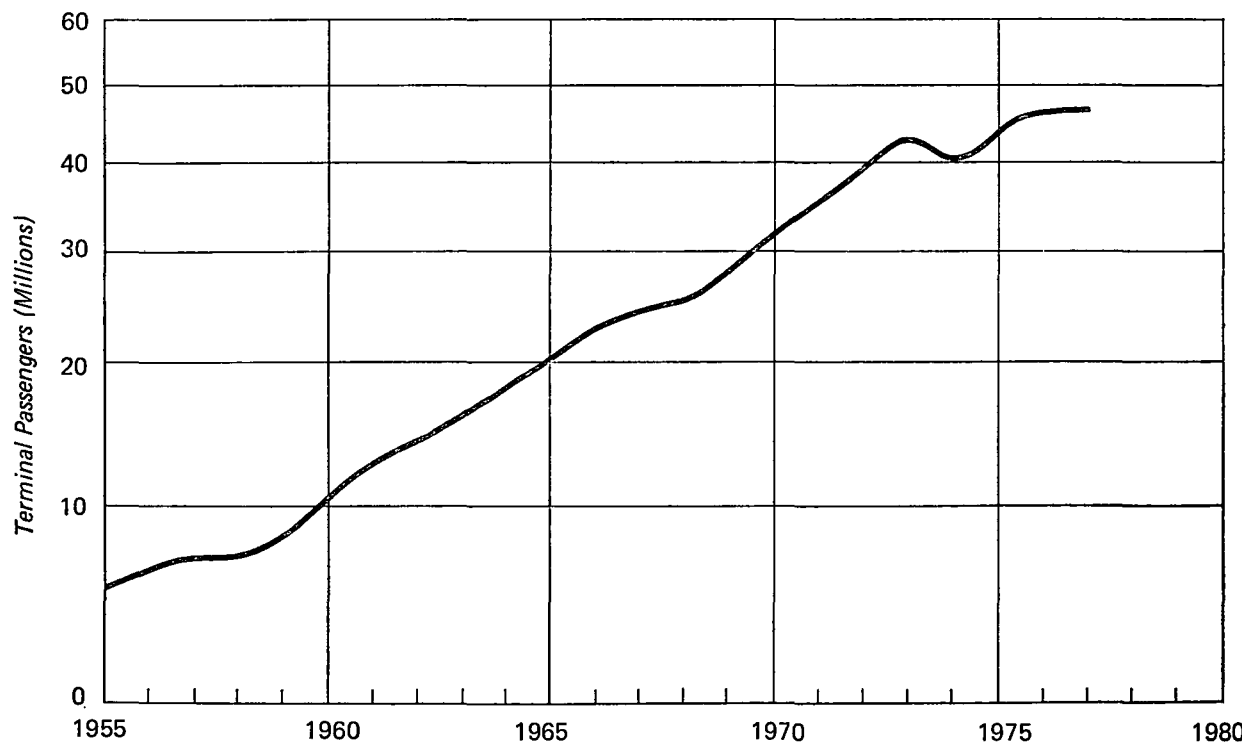
# Output of UK Airlines

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	8 283	5 745	2 538
1975	1 911	701	41 846	8 927	5 984	2 943
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>						
February 1977	1 911	744	45 144	9 821	6 638	3 184
February 1978	1 907	769	46 213	10 735	6 986	3 748
<b>Latest year's growth (percentages)</b>						
	-0.2	3.4	2.4	9.3	5.2	17.7
<b>Mean rates of growth (percentages) to 1977</b>						
20 years	6.4	4.1	10.4	...	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	A.T. movements (000)	Non-scheduled Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	A.T. movements (000)	Non-scheduled Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1976 July	75.6	5 054.0	40.6	2 276.6	17.2	1 150.8	14.4	1 281.9	3.3	344.7
August	74.6	5 138.7	40.1	2 248.7	16.7	1 232.9	14.4	1 305.5	3.3	351.5
September	71.2	4 757.8	38.5	2 181.2	15.9	1 047.1	13.7	1 232.9	3.1	296.5
October	64.4	3 982.8	35.3	1 925.6	13.5	762.9	13.3	1 085.5	2.4	208.8
November	53.7	2 983.8	30.8	1 568.4	10.5	456.3	10.9	850.3	1.5	108.8
December	52.2	2 914.6	29.5	1 506.4	10.2	446.4	11.2	874.2	1.3	87.5
1977 January	52.6	2 955.5	29.8	1 510.4	10.4	487.0	11.3	885.7	1.1	72.4
February	49.4	2 644.9	28.1	1 400.7	10.0	447.3	10.3	728.9	1.0	68.1
July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9
December	56.1	3 043.9	31.5	1 576.8	12.5	497.5	10.8	885.9	1.2	83.7
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7

# Movements at UK Airports by Purpose

**Table 4**

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 904.3	846.7	759.2	87.7	1 057.6	773.4	168.1	116.2
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	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
3rd quarter	555.4	250.3	224.2	26.2	305.0	234.0	43.3	27.8
4th quarter	414.3	197.9	176.6	21.4	216.4	151.7	38.6	26.0
1976 July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.8	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	81.9	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
July	200.1	88.4	80.0	8.4	111.7	86.6	15.6	9.5
August	182.7	84.7	75.6	9.2	97.9	77.3	13.3	7.3
September	172.6	77.2	68.6	8.6	95.4	70.1	14.4	11.0
October	148.3	70.0	61.6	8.5	78.3	57.8	10.9	9.5
November	143.3	65.6	58.9	6.7	77.7	52.4	16.5	8.8
December	122.7	62.3	56.1	6.2	60.4	41.5	11.2	7.7
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.5	13.5	9.7

# Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1976 July	37.4	1.8	2.0	3.0	11.2	3.8	9.0	0.7	3.0	3.7	10.5
August	37.1	1.9	1.9	3.0	10.8	3.8	9.0	0.7	2.9	3.6	11.7
September	35.2	1.7	1.9	2.8	10.4	4.1	8.5	0.7	2.8	3.3	9.9
October	32.3	1.4	1.8	2.5	9.9	4.0	7.5	0.6	2.1	2.4	8.1
November	26.6	1.0	1.6	2.4	8.7	3.7	5.8	0.5	1.4	1.9	5.5
December	27.0	0.9	1.4	2.1	8.3	3.6	5.4	0.4	1.3	1.9	5.1
1977 January	27.2	0.9	1.2	2.1	8.3	3.6	5.6	0.5	1.3	2.0	4.8
February	25.2	0.9	1.3	2.1	7.5	3.5	5.3	0.5	1.4	1.9	4.6
July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1
October	29.3	1.4	2.1	2.6	9.3	4.6	7.0	0.6	2.2	2.5	8.8
November	28.4	1.1	1.9	3.2	9.7	5.1	5.7	0.5	1.3	2.1	5.5
December	27.8	1.1	1.6	2.7	9.2	4.6	5.3	0.5	1.2	2.1	5.3
1978 January	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6

# Terminal Passengers by Airports

**Table 6**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1976 July	3 461.3	40.2	72.5	131.0	485.9	57.1	520.8	22.2	75.1	188.0	251.1
August	3 552.8	46.8	74.2	131.5	454.1	57.6	534.5	23.1	82.0	182.2	284.2
September	3 307.7	38.9	65.5	119.2	431.8	56.8	494.4	18.3	72.3	152.8	229.9
October	2 811.7	32.5	61.4	96.3	371.5	54.5	386.2	16.5	48.8	103.4	180.5
November	2 129.6	20.5	40.8	78.7	290.9	46.9	261.3	11.8	26.3	77.2	91.3
December	2 135.2	16.9	30.0	67.7	272.6	45.2	232.1	9.5	18.1	87.5	86.0
1977 January	2 170.1	13.4	28.0	70.4	273.9	45.2	237.4	15.0	16.1	86.0	66.6
February	1 896.9	17.4	33.9	72.2	245.5	42.7	226.3	15.1	18.6	76.2	72.3
July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
November	2 229.7	24.4	43.7	84.7	296.8	72.3	253.8	10.8	25.7	80.4	95.9
December	2 213.1	20.7	32.4	72.6	282.3	64.6	229.8	9.8	22.9	95.6	83.0
1978 January	2 253.5	13.9	31.0	79.0	287.2	67.9	243.5	12.8	20.0	92.2	65.9
February	1 956.0	15.5	35.2	74.5	280.6	72.8	245.5	8.3	18.1	78.8	66.9



# Cargo Taken Up and Set Down by Airports

Table 7

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Liverpool Manchester 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
1976 July	46.0	0.5	0.7	0.1	3.0	0.3	4.0	—	0.6	1.2	1.8
August	41.1	0.3	0.7	0.1	2.8	0.3	3.4	0.1	0.6	1.2	1.7
September	46.1	0.6	1.2	0.2	3.3	0.3	4.3	0.1	0.5	2.0	1.6
October	47.7	0.6	0.9	0.2	3.4	0.3	4.7	—	0.6	1.4	1.5
November	46.2	0.4	0.8	0.1	3.2	0.3	4.2	0.1	0.5	1.2	1.4
December	47.0	0.4	0.7	0.1	3.2	0.3	3.8	—	0.5	1.1	1.3
1977 January	42.5	0.4	0.3	0.1	2.8	0.2	3.8	—	0.5	1.1	1.1
February	45.4	0.5	0.3	0.2	3.2	0.3	4.2	—	0.8	1.1	1.7
July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.5	1.5
November	53.3	0.6	0.7	0.2	4.0	0.3	4.0	—	0.8	1.3	1.6
December	51.3	0.7	0.6	0.1	3.7	0.3	3.8	—	0.6	1.1	1.2
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3

# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1968	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7	25 092.1	14 094.7	56.2
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1976 1st quarter	1 476.5	797.6	34.2	191.5	571.9	54.0	11 352.7	6 372.1	56.1
2nd quarter	1 718.7	942.7	34.6	199.8	708.3	54.8	13 508.2	7 869.0	58.3
3rd quarter	1 812.7	1 091.7	34.0	190.2	867.3	60.2	14 394.2	9 636.3	66.9
4th quarter	1 594.6	893.8	41.9	193.4	658.5	56.1	12 413.1	7 200.6	58.0
1977 1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
1976 July	566.9	336.3	10.4	59.2	266.6	59.3	4 515.3	2 979.0	66.0
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	672.2	409.9	13.0	73.9	322.9	61.0	5 295.9	3 552.6	67.1
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.5	262.6	10.3	50.4	201.9	56.7	3 589.5	2 222.1	61.9
February	468.5	256.4	12.0	64.8	179.6	54.7	3 568.5	1 956.4	54.8
July	575.6	351.6	11.8	62.2	277.6	61.1	4 591.8	3 086.6	67.2
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
November	570.1	332.8	14.3	88.5	230.0	58.4	4 425.9	2 493.7	56.3
December	644.4	379.5	19.2	87.7	272.5	58.9	5 026.3	2 964.2	59.0
1978 January	545.2	313.2	11.9	65.7	235.7	57.5	4 292.2	2 556.3	59.6
February	539.3	298.7	12.8	78.2	207.7	55.4	4 200.7	2 246.2	53.5

# 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
1976 July	38.9	23.0	0.2	1.2	21.6	59.2	389.3	256.7	65.9
August	38.0	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September	36.4	21.4	0.2	1.2	19.9	58.9	361.9	237.0	65.5
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
December	27.0	13.8	0.2	0.8	12.7	51.0	264.4	151.0	57.1
1977 January	27.2	13.7	0.2	0.9	12.6	50.4	265.4	148.7	56.0
February	24.9	13.0	0.2	1.0	11.8	52.1	243.5	140.2	57.6
July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	66.0
November	24.8	13.6	0.2	0.9	12.4	54.8	256.2	146.3	57.1
December	24.2	13.0	0.2	0.8	12.0	53.9	250.2	140.8	56.3
1978 January	25.4	13.3	0.2	0.8	12.2	52.2	264.1	144.0	54.5
February	24.5	12.8	0.2	0.8	11.8	52.4	254.0	139.7	55.0

# 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
1976 July	528.0	313.2	10.2	58.0	245.0	59.3	4 126.0	2 722.3	66.0
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	635.9	388.5	12.8	72.7	303.0	61.1	4 934.0	3 315.6	67.2
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	436.3	248.9	10.0	49.6	189.3	57.1	3 324.0	2 073.4	62.4
February	443.5	243.3	11.8	63.9	167.7	54.9	3 325.1	1 816.3	54.6
July	539.0	328.5	11.6	61.3	255.7	60.9	4 202.3	2 826.9	67.3
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 347.3	56.3
December	620.2	366.4	19.0	86.8	260.6	59.1	4 776.1	2 823.3	59.1
1978 January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4

# 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
1976 July	351.4	38.3	146.3	15.9	99.5	10.8	105.6	11.5
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.8	131.2	13.1	86.5	8.7	109.8	11.0
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	218.7	31.3	58.8	8.4	29.3	4.2	130.6	18.7
December	225.6	28.2	56.4	7.1	41.5	5.2	127.7	16.0
1977 January	217.0	31.9	60.1	8.8	33.8	5.0	123.2	18.1
February	200.7	30.0	54.4	8.1	19.7	2.9	126.6	18.9
July	408.1	41.5	141.8	14.4	121.5	12.4	144.8	14.7
August	410.8	41.5	137.6	13.9	121.1	12.2	150.0	15.1
September	378.5	35.7	127.9	12.0	106.4	10.0	144.2	13.6
October	332.4	36.3	104.7	11.4	59.7	6.5	168.1	18.4
November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0
December	274.8	29.9	55.2	6.0	49.4	5.4	170.2	18.5
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	235.8	30.4	54.7	7.1	21.8	2.8	159.4	20.6

# 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
1976	July	1 672.8	1 374.7	82.2	869.3	8 313	12 720	1 530	1 581
	August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
	September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
	October	1 216.8	973.1	80.0	602.0	5 837	9 118	1 562	1 616
	November	671.0	549.7	81.9	335.8	3 318	5 185	1 562	1 637
	December	640.9	473.0	73.8	302.5	3 291	4 938	1 500	1 564
1977	January	675.8	527.4	78.0	344.5	3 506	5 132	1 463	1 531
	February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 506
	July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
	August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
	September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
	October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
	November	679.3	569.5	83.8	338.1	3 408	5 362	1 574	1 684
	December	639.5	489.5	76.5	309.2	3 381	5 050	1 494	1 583
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566

# 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
1976	July	1 006.5	813.6	80.8	235.6	2 681	5 299	1 977	3 453
	August	972.8	832.2	85.5	230.6	2 573	5 125	1 992	3 609
	September	877.9	737.3	84.0	189.3	2 197	4 512	2 054	3 895
	October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
	November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
	December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977	January	351.6	295.6	84.1	78.1	1 171	1 973	1 684	3 790
	February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
	July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
	August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
	September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
	October	617.2	510.2	82.7	129.7	1 248	3 141	2 516	3 934
	November	380.8	320.0	84.0	81.8	754	1 970	2 613	3 912
	December	498.4	371.7	74.6	95.9	890	2 437	2 738	3 876
1978	January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
	February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403

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

Table 10

## Analysis by Countries of Landing and of Embarkation Comparison with a Year Earlier

European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968	10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970	15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971	17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972	20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973	22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	5 974	275	1 181
1974	19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977	23 148	834	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1976 1st quarter	3 780	174	108	588	530	72	300	224	357	82	85	48	63	651	66	245
2nd quarter	5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308
3rd quarter	7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
4th quarter	4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
1977 1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter	6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
February	1 302	63	42	212	182	23	104	82	128	25	39	18	17	194	30	87
1978 February	1 342	59	38	190	177	23	126	104	128	27	36	20	20	210	31	88

Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968	96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1976 1st quarter	27	160	1 450	85	170	62	15	50	102	94	47	86	22	515	38	164
2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152
3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
February	7	50	440	24	38	19	4	14	30	34	16	22	7	156	21	55
1978 February	7	59	491	30	35	20	4	14	29	36	17	22	8	191	23	62

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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



# Aircraft Movements February 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	6 630	5 143	—	442	—	222	25	—	760	—	38
+ Heathrow	20 286	18 526	—	18	—	71	338	—	1 252	46	35
+ Luton	2 945	985	—	195	14	262	15	378	1 096	—	—
+ Southend	3 362	962	—	—	—	203	—	1 452	741	4	—
+ Stansted	2 193	239	—	82	—	995	5	10	767	89	6
Total (London Area)	35 416	25 855	—	737	14	1 753	383	1 840	4 616	139	79
Westland Heliport (Battersea)	423	133	—	130	—	—	—	—	104	—	56
Other UK Airports											
+ Aberdeen	6 145	3 796	—	758	—	945	25	378	221	—	22
+ Belfast	5 142	1 528	—	86	76	—	—	708	295	—	2 449
+ Benbecula	280	197	—	2	23	—	43	—	3	—	12
+ Birmingham	4 246	1 643	—	63	2	136	56	1 584	729	4	29
+ Blackpool	5 787	274	—	70	52	1 068	—	3 637	654	6	26
+ Bournemouth	3 269	407	—	61	2	764	—	1 376	619	—	40
+ Bristol	1 145	330	—	42	—	32	—	412	321	—	8
+ Cambridge	3 123	21	—	20	—	56	—	880	244	—	1 902
+ Cardiff	1 564	437	—	46	—	81	—	820	162	2	16
+ Coventry	3 028	53	—	31	2	260	—	2 241	439	—	2
+ East Midlands	3 292	793	109	152	10	463	41	1 032	598	7	87
+ Edinburgh	4 240	1 496	—	40	—	52	37	726	563	6	1 320
+ Exeter	2 054	93	—	8	96	30	—	806	458	—	563
+ Glasgow	5 511	2 878	—	111	—	64	97	945	707	8	701
+ Gloucester/Cheltenham	1 694	39	—	—	90	194	—	911	416	—	44
+ Hawarden	985	63	—	—	—	40	—	726	129	—	27
+ Humberside	1 017	342	—	—	113	468	—	—	94	—	—
+ Inverness	2 133	742	—	12	391	439	—	401	72	—	76
+ Islay	115	78	—	5	18	—	—	8	4	—	2
+ Isle of Man	1 375	468	—	15	179	418	—	175	88	4	28
+ Isles of Scilly	108	96	—	1	7	—	—	—	2	—	2
+ Kirkwall	859	734	—	31	41	—	31	12	8	—	2
+ Leeds/Bradford	2 760	641	—	20	24	128	47	1 370	506	12	12
+ Liverpool	3 784	630	—	90	39	56	14	2 404	510	2	39
+ Lydd	1 735	281	—	—	2	142	—	799	423	—	88
+ Manchester	4 831	3 124	—	275	2	43	219	682	466	—	20
+ Manston	238	82	—	3	68	10	—	—	75	—	—
+ Newcastle	2 140	983	4	29	495	176	—	367	70	—	16
+ Norwich	2 098	789	—	35	121	794	225	2	130	—	2
+ Penzance Heliport	218	96	—	1	7	96	—	—	16	—	2
+ Prestwick	4 112	463	—	11	—	2 523	16	645	159	—	295
+ Southampton	2 389	459	—	18	21	1 574	4	24	281	—	8
+ Stornoway	380	262	—	25	6	—	4	48	3	—	32
+ Sumburgh	3 517	2 470	—	706	—	336	—	3	—	2	—
+ Swansea	..	..	..	..	..	..	..	..	..	..	..
+ Tees-side	2 874	806	—	117	20	385	22	891	423	—	210
+ Tiree	34	34	—	—	—	—	—	—	—	—	—
+ Wick	475	360	—	26	—	—	6	32	6	—	45
Total (Incl. London Area)	124 536	53 976	113	3 777	1 921	13 526	1 270	26 885	14 614	192	8 262
Channel Islands Airports											
Alderney	390	390	..	..	..	..	..	..	..	..	..
Guernsey	1 725	1 725	..	..	..	..	..	..	..	..	..
Jersey	2 852	2 480	..	..	..	..	..	..	354	..	18
Total (Channel Islands Airports)	4 967	4 595	..	..	..	..	..	..	354	..	18

# Air Transport Movements by Type and Nationality of Operator February 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	5 143	81	2 673	151	92	1 936	210
+ Heathrow	18 526	8 965	807	8 592	82	10	70
+ Luton	985	—	3	—	—	851	131
+ Southend	962	—	617	—	—	343	2
+ Stansted	239	—	3	—	—	93	143
TOTAL (London Area)	25 855	9 046	4 103	8 743	174	3 233	556
Westland Heliport (Battersea)	133	—	—	—	—	133	—
Other UK Airports							
+ Aberdeen	3 796	771	459	—	457	2 023	86
+ Belfast	1 528	1 002	410	25	—	85	6
Benbecula	197	48	149	—	—	—	—
+ Birmingham	1 643	681	582	92	17	262	9
+ Blackpool	274	—	157	—	—	117	—
+ Bournemouth	407	—	337	—	—	70	—
Bristol	330	134	106	28	—	56	6
+ Cambridge	21	—	—	—	—	17	4
+ Cardiff	437	88	268	26	—	43	12
+ Coventry	53	—	—	—	—	45	8
+ East Midlands	793	—	528	1	—	261	3
+ Edinburgh	1 496	704	678	32	6	43	33
Exeter	93	—	84	—	—	9	—
+ Glasgow	2 878	1 288	795	286	12	472	25
Gloucester/Cheltenham	39	—	4	—	—	35	—
Hawarden	63	—	63	—	—	—	—
Humberside	342	—	266	—	—	72	4
Inverness	742	271	181	—	69	210	11
Islay	78	—	76	—	—	2	—
+ Isle of Man	468	332	136	—	—	—	—
Isles of Scilly	96	96	—	—	—	—	—
+ Kirkwall	734	176	419	—	2	137	—
+ Leeds/Bradford	641	228	336	18	—	59	—
+ Liverpool	630	382	2	49	—	171	26
+ Lydd	281	—	259	—	—	22	—
+ Manchester	3 124	1 348	317	749	35	646	29
Manston	82	—	—	—	—	61	21
+ Newcastle	983	266	634	—	—	75	8
Norwich	789	—	592	—	—	174	23
Penzance Heliport	96	96	—	—	—	—	—
+ Prestwick	463	286	2	136	—	11	28
+ Southampton	459	71	345	—	—	34	9
Stornoway	262	97	127	—	—	38	—
+ Sumburgh	2 470	200	26	—	699	1 463	82
Swansea	..	..	..	..	..	..	..
+ Tees-wide	806	1	447	—	40	311	7
Tiree	34	—	26	—	—	8	—
Wick	360	93	214	—	—	53	—
TOTAL (Incl. London Area)	53 976	17 705	13 128	10 185	1 511	10 451	996
Channel Islands Airports							
Alderney	390	—	344	—	—	46	—
Guernsey	1 725	110	1 391	30	—	194	—
Jersey	2 480	406	1 800	8	—	249	17
TOTAL (Channel Islands Airports)	4 595	516	3 535	38	—	489	17

# Air Transport Movements February 1978

Table 13

## Comparison with a Year Earlier

	International				Domestic				1978		1977		Percentage Change						
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Scheduled Passenger	Scheduled Aircraft	Charter Passenger	Charter Aircraft	Cargo	Total Passenger	Total Aircraft	Cargo	Passenger	Aircraft	Cargo		
London Area Airports																			
+ Gatwick	1 522		119	1 865		255	1 124		140	57	61	4 568		575	4 512		598	1.2	-3.8
+ Heathrow	13 265		1 185	142		16	3 865		49	4	—	17 276		1 250	16 278		1 404	6.1	-11.0
+ Luton	—		—	928		27	3		—	19	8	950		35	978		38	-2.9	-7.9
+ Southend	617		—	169		—	—		—	176	—	962		—	969		—	-0.7	—
+ Stansted	3		—	150		84	—		—	2	—	155		84	184		85	-15.8	-1.2
TOTAL (London Area)	15 407		1 304	3 254		382	4 992		189	258	69	23 911		1 944	23 921		2 125	4.3	-8.5
Westland Heliport (Battersea)	—		—	—		—	—		—	133	—	133		—	126		—	5.6	—
Other UK Airports																			
+ Aberdeen	195		—	1 451		21	1 035		—	1 049	45	3 730		66	3 567		56	4.6	17.9
+ Belfast	25		1	10		2	1 291		120	2	77	1 328		200	1 227		145	8.2	37.9
+ Benbecula	—		—	—		—	196		1	—	—	196		1	208		—	-5.8	—
+ Birmingham	460		—	253		—	895		—	34	1	1 642		1	1 370		1	19.9	—
+ Blackpool	22		—	24		—	95		40	50	43	191		83	127		40	50.4	—
+ Bournemouth	1		—	44		—	175		161	26	—	246		161	302		149	-18.5	8.1
+ Bristol	112		—	43		—	156		—	19	—	330		—	384		1	14.1	—
+ Cambridge	—		—	12		—	—		—	9	—	21		—	22		—	-4.5	—
+ Cardiff	114		—	48		—	268		—	7	—	437		—	438		—	-0.2	—
+ Coventry	—		—	41		4	—		—	8	—	49		4	26		1	88.5	—
+ East Midlands	276		31	117		14	211		11	114	19	718		75	641		45	12.0	66.7
+ Edinburgh	233		—	74		—	1 146		35	8	—	1 461		35	1 541		—	-5.2	—
+ Exeter	14		—	4		—	70		—	5	—	93		—	95		1	-2.1	—
+ Glasgow	355		89	125		1	1 848		77	382	1	2 710		168	1 755		153	54.4	9.8
+ Gloucester/Cheltenham	—		—	—		—	4		—	35	—	39		—	28		—	39.3	—
+ Hawarden	—		—	—		—	63		—	—	—	63		—	—		—	—	—
+ Humberside	38		—	26		—	228		—	50	—	342		—	—		—	—	—
+ Inverness	—		—	12		—	452		—	278	—	742		—	559		—	32.7	—
+ Islay	—		—	—		—	76		—	2	—	78		—	48		—	62.5	—
+ Isle of Man	24		—	—		—	414		30	—	—	438		30	478		—	-8.4	—
+ Isles of Scilly	—		—	—		—	96		—	—	—	96		—	200		—	-52.0	—
+ Kirkwall	—		—	—		—	589		6	139	—	728		6	665		—	9.5	—
+ Leeds/Bradford	125		—	19		—	456		1	40	—	640		1	624		—	2.6	—
+ Liverpool	91		1	32		27	314		27	119	19	556		74	625		93	-4.0	-20.4
+ Lydd	102		157	22		—	—		—	—	—	124		157	168		179	-26.2	-12.3
+ Manchester	999		265	568		5	1 142		8	81	56	2 790		334	2 656		354	5.0	-5.6
+ Manston	—		—	82		—	—		—	—	—	82		—	81		—	1.2	—
+ Newcastle	269		—	74		—	631		—	9	—	983		—	979		—	0.4	—
+ Norwich	222		1	105		—	369		—	92	—	788		1	589		2	33.8	-50.0
+ Penzance Heliport	—		—	—		—	96		—	—	—	96		—	198		—	-51.5	—
+ Prestwick	125		101	26		12	168		30	1	—	320		143	336		133	-4.8	7.5
+ Southampton	47		1	10		—	365		3	33	—	455		4	429		4	6.1	—
+ Stornoway	—		—	—		—	223		1	38	—	261		1	264		1	-1.1	—
+ Sumburgh	—		—	1 338		24	226		—	864	18	2 428		42	1 356		8	79.1	—
+ Swansea	—		—	—		—	—		—	—	—	—		—	26		—	—	—
+ Tees-side	40		—	165		—	408		—	193	—	806		—	470		2	71.5	—
+ Tiree	—		—	—		—	26		—	8	—	34		—	52		—	-34.6	—
+ Wick	—		—	—		—	306		1	48	5	354		6	297		—	19.2	—
TOTAL (Incl. London Area)	19 296		1 951	7 979		492	19 030		741	4 134	353	50 439		3 537	45 878		3 493	9.9	1.3
Channel Islands Airports																			
Alderney												390			365		—	6.8	—
Guernsey												1 725			1 696		—	1.7	—
Jersey												2 480			2 508		—	-1.1	—
TOTAL (Channel Islands Airports)												4 595			4 569		—	0.6	—

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

Table 14

Airport of Intended landing	Total number of diversions	Airport of actual arrival																														Table		
		Date of diversions																																
Gatwick	60				2Ma			1Ma 1Pr		3Bo 2Bi 1Cd 18He 2St	1Ma 1Bi 2St	2Ma	2Ma		1Bo 5He	1He									2Ma 1Em 4He	3Ma	2Ma							
Heathrow	38	5Ma						6Ma			1Ga 1St			1Ga 1Sh	1Lu										8Ma 7Bi 1Em 2Bi 2He	2Ma 1Pr 1Bi 1Em 1He	1Ma	1Ed		1Ma				
Luton	11	2Bi 1He			1Bi																													
Southend	4										2St																						2St	
Stansted	1																																	
Aberdeen	18						1In 1Ed				1Ed	1In 3GI		1Ga			1Ed								1Ed	1Ed			2GI 4Ed 1In	1Ed				
Belfast	2	1Bi																																
Birmingham	3	2Em																								1Li 1Em								
Bristol	2				1Bi 1He																													
Cardiff	1																								1Bi									
East Midlands	4														3Bi			1Bi																
Edinburgh	12																																	
Glasgow	8							5GI				6GI														1No								
Hawarden	1						1Li								1Pr	1Pr															6Pr			
Humberside	4								1Em																									
Inverness	2																																	
Leeds	21	1Ma			1Te 1Em				3Te																									
Lydd	1																																	
Manchester	1																								1Ga									
Newcastle	5							1Bi							1Ed																			
Norwich	1	1Ma																																
Sumburgh	14																																	
Tees-side	3																																	
Other Internal	9	1Ma			1Ma																													
Overseas	8	1Pr																																
All Aerodromes	234	16	—	—	8	—	7	17	1	26	13	12	6	4	1	18	1	3	1	1	1	1	1	30	19	16	10	10	2	8	4	—	—	—

## Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator February 1978

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators			Overseas operators			United Kingdom operators			Overseas operators		
				British Airways	Others		British Airways	Others		British Airways	Others		British Airways	Others	
	Terminal	Transit		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	316 323	313 074	3 249	2 641	—	110 762	862	2 885	—	15 599	—	162 559	2 133	186 28	254
+ Heathrow	1 544 010	1 522 936	21 074	767 614	21	22 977	—	712 776	20 202	13 177	—	148	24	6 244	827
+ Luton	93 987	93 818	169	—	—	104	—	—	—	—	—	83 857	152	9 857	17
+ Southend	10 123	10 123	—	—	—	9 949	—	—	—	—	—	174	—	—	—
+ Stansted	15 772	15 756	16	—	—	40	—	—	—	—	—	612	16	15 104	—
TOTAL (London Area)	1 980 215	1 955 707	24 508	770 255	21	143 832	862	715 661	20 202	28 776	—	247 350	2 325	49 833	1 098
Westland Heliport (Battersea)	327	327	—	—	—	—	—	—	—	—	—	327	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	76 884	76 046	838	30 608	718	10 995	6	—	—	5 169	—	28 357	114	917	—
+ Belfast	65 816	65 798	18	55 047	—	9 542	3	236	—	—	—	529	15	444	—
Benbecula	1 775	1 743	32	1 093	1	650	31	—	—	—	—	—	—	—	—
+ Birmingham	71 439	68 291	3 148	26 961	1 210	11 084	1 855	4 596	82	1 167	—	23 701	1	782	—
+ Blackpool	3 629	3 628	1	—	—	3 126	—	—	—	—	—	502	1	—	—
+ Bournemouth	5 322	5 075	247	—	—	3 910	211	—	—	—	—	1 165	36	—	—
+ Bristol	9 183	7 676	1 507	1 473	1 080	938	269	740	158	—	—	4 145	—	380	—
+ Cambridge	177	177	—	—	—	—	—	—	—	—	—	153	—	24	—
+ Cardiff	10 310	8 347	1 963	1 615	256	1 643	1 156	316	328	—	—	3 814	223	959	—
+ Coventry	378	378	—	—	—	—	—	—	—	—	—	214	—	164	—
+ East Midlands	23 600	23 213	387	—	—	12 078	64	50	—	—	—	10 993	323	92	—
+ Edinburgh	70 481	68 614	1 867	45 729	489	13 973	1 378	866	—	604	—	4 289	—	3 153	—
+ Exeter	2 006	1 844	162	—	—	1 649	162	—	—	—	—	195	—	—	—
+ Glasgow	129 835	128 122	1 713	77 719	169	21 001	26	6 886	1 041	493	—	19 974	421	2 049	56
Gloucester/Cheltenham	173	173	—	—	—	14	—	—	—	—	—	159	—	—	—
Hawarden	237	237	—	—	—	237	—	—	—	—	—	—	—	—	—
Humberside	2 643	2 643	—	—	—	2 352	—	—	—	—	—	259	—	32	—
Inverness	11 632	10 996	636	8 065	636	1 255	—	—	—	227	—	1 297	—	152	—
Islay	592	592	—	—	—	589	—	—	—	—	—	3	—	—	—
+ Isle of Man	14 004	13 038	966	9 672	814	3 366	152	—	—	—	—	—	—	—	—
Isle of Scilly	1 667	1 667	—	1 667	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	6 725	5 884	841	3 200	719	1 897	—	—	—	67	—	720	122	—	—
+ Leeds/Bradford	18 778	17 242	1 536	8 759	24	5 297	1 506	599	—	—	—	2 587	6	—	—
+ Liverpool	15 601	13 442	2 159	10 346	2 117	7	—	2 038	35	—	—	978	7	73	—
+ Lydd	4 762	4 762	—	—	—	3 503	—	—	—	—	—	1 259	—	—	—
+ Manchester	162 896	159 507	3 389	74 629	472	6 181	1 241	23 512	955	2 593	55	51 796	257	796	409
+ Manston	134	134	—	—	—	—	—	—	—	—	—	97	—	37	—
+ Newcastle	40 434	37 507	2 927	15 740	—	13 121	2 927	—	—	—	—	8 133	—	513	—
+ Norwich	11 802	11 802	—	—	—	9 719	—	—	—	—	—	1 772	—	311	—
Penzance Heliport	1 667	1 667	—	1 667	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	16 015	7 836	8 179	5 418	4 379	84	—	817	2 661	—	—	341	236	1 176	903
+ Southampton	10 690	10 578	112	2 368	46	8 064	66	—	—	—	—	115	—	31	—
Stornoway	3 764	3 764	—	2 954	—	635	—	—	—	—	—	175	—	—	—
+ Sumburgh	47 528	47 316	212	5 407	—	116	—	—	—	10 318	—	30 776	212	699	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	18 421	17 154	1 267	70	—	13 462	1 245	—	—	267	6	3 301	15	54	—
Tiree	166	163	3	—	—	138	—	—	—	—	—	25	3	—	—
Wick	3 338	2 307	1 031	1 045	1 023	1 081	8	—	—	—	—	181	—	—	—
TOTAL (Incl. London Area)	2 845 046	2 785 397	59 649	1 161 507	14 174	305 539	13 169	756 317	25 462	49 681	61	449 682	4 317	62 671	2 466
<b>Channel Islands Airports</b>															
Alderney	2 244	2 244	—	—	—	2 200	—	—	—	—	—	44	—	—	—
Guernsey	21 635	21 080	555	5 025	—	15 703	549	84	—	—	—	268	6	—	—
Jersey	44 775	43 614	1 161	19 328	13	23 646	1 062	86	—	—	—	422	86	132	—
TOTAL (Channel Islands Airports)	68 654	66 938	1 716	24 353	13	41 549	1 611	170	—	—	—	734	92	132	—

# Terminal Air Passengers for February 1978

Table 16

## Comparison with a Year Earlier

	1978	1977	Percentage change
<b>London Area Airports</b>			
+ Gatwick	313 074	305 394	2.5
+ Heathrow	1 522 936	1 470 591	3.6
+ Luton	93 818	90 573	3.6
+ Southend	10 123	10 834	-6.6
+ Stansted	15 756	19 246	-18.1
TOTAL (London Area)	1 955 707	1 896 638	3.1
Westland Heliport (Battersea)	327	291	12.4
<b>Other UK Airports</b>			
+ Aberdeen	76 046	64 098	18.6
+ Belfast	65 798	63 431	3.7
Benbecula	1 743	1 643	6.1
+ Birmingham	68 291	59 435	14.9
+ Blackpool	3 628	2 915	24.5
+ Bournemouth	5 075	5 289	-4.0
+ Bristol	7 676	8 990	-14.6
+ Cambridge	177	148	19.6
+ Cardiff	8 347	14 931	-44.1
+ Coventry	378	112	—
+ East Midlands	23 213	23 901	-2.9
+ Edinburgh	68 614	81 802	-16.1
+ Exeter	1 844	1 745	5.7
+ Glasgow	128 122	91 075	40.7
Gloucester/Cheltenham	173	80	—
Hawarden	237	—	—
Humberside	2 643	—	—
Inverness	10 996	8 913	23.4
Islay	592	531	11.5
+ Isle of Man	13 038	12 808	1.8
Isles of Scilly	1 667	1 250	33.4
+ Kirkwall	5 884	6 282	-6.3
+ Leeds/Bradford	17 242	17 674	-2.4
+ Liverpool	13 442	19 467	-30.9
+ Lydd	4 762	6 884	-30.8
+ Manchester	159 507	144 376	10.5
+ Manston	134	277	-51.6
+ Newcastle	37 507	41 099	-8.7
+ Norwich	11 802	9 886	19.4
Penzance Heliport	1 667	1 234	35.1
+ Prestwick	7 836	8 571	-8.6
+ Southampton	10 578	10 247	3.2
Stornoway	3 764	3 512	7.2
+ Sumburgh	47 316	19 744	—
Swansea	—	119	—
+ Tees-side	17 154	13 436	27.7
Tiree	163	86	89.5
Wick	2 307	2 017	14.4
TOTAL (Incl. London Area)	2 785 397	2 644 937	5.3
<b>Channel Islands Airports</b>			
Alderney	2 244	2 608	-14.0
Guernsey	21 080	21 606	-2.4
Jersey	43 614	48 127	-9.4
TOTAL (Channel Islands Airports)	66 938	72 341	-7.5

# International and Domestic Passenger Traffic for February 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	313 074	271 410	265 035	2	41 664	40 359	3
+ Heathrow	1 522 936	1 289 765	1 235 504	4	233 171	235 087	-1
+ Luton	93 818	93 511	90 092	4	307	481	-36
+ Southend	10 123	10 062(a)	10 713(a)	-6	61	121	-50
+ Stansted	15 756	15 708	19 196	-18	48	50	-4
TOTAL (London Area)	1 955 707	1 680 456	1 620 540	4	275 251	276 098	—
Westland Heliport (Battersea)	327	—	—	—	327	291	12
<b>Other UK Airports</b>							
+ Aberdeen	76 046	20 338	22 986	-12	55 708	41 112	36
+ Belfast	65 798	1 183	1 817	-35	64 615	61 614	5
Benbecula	1 743	—	—	—	1 743	1 643	6
+ Birmingham	68 291	43 075	35 438	22	25 216	23 997	5
+ Blackpool	3 628	363	165	—	3 265	2 750	19
+ Bournemouth	5 075	1 078	958	13	3 997	4 331	-8
+ Bristol	7 676	6 293	7 095	-11	1 383	1 895	-27
+ Cambridge	177	98	87	13	79	61	30
+ Cardiff	8 347	5 950	11 998	-50	2 397	2 933	-18
+ Coventry	378	344	63	—	34	49	-31
+ East Midlands	23 213	15 568	17 419	-11	7 645	6 482	18
+ Edinburgh	68 614	11 268	8 228	37	57 346	73 574	-22
+ Exeter	1 844	269	242	11	1 575	1 503	5
+ Glasgow	128 122	22 397	16 493	36	105 725	74 582	42
Gloucester/Cheltenham	173	—	—	—	173	80	—
Hawarden	237	—	—	—	237	—	—
Humberside	2 643	828	—	—	1 815	—	—
Inverness	10 996	121	22	—	10 875	8 891	22
Islay	592	—	—	—	592	531	11
+ Isle of Man	13 038	337	376	-10	12 701	12 432	2
Isles of Scilly	1 667	—	—	—	1 667	1 250	33
+ Kirkwall	5 884	—	6	—	5 884	6 276	-6
+ Leeds/Bradford	17 242	5 306	5 950	-11	11 936	11 724	2
+ Liverpool	13 442	3 711	3 956	-6	9 731	15 511	-37
+ Lydd	4 762	4 762	6 884	-31	—	—	—
+ Manchester	159 507	101 715	84 086	21	57 792	60 290	-4
+ Manston	134	134	277	-52	—	—	—
+ Newcastle	37 507	14 181	14 802	-4	23 326	26 297	-11
+ Norwich	11 802	6 077	5 362	13	5 725	4 524	27
Penzance	1 667	—	—	—	1 667	1 234	35
+ Prestwick	7 836	6 719	6 948	-3	1 117	1 623	-31
+ Southampton	10 578	569	160	—	10 009	10 087	-1
Stornoway	3 764	—	7	—	3 764	3 505	7
+ Sumburgh	47 316	18 648	6 133	—	28 668	13 611	—
Swansea	..	..	31	—	..	88	—
+ Tees-side	17 154	1 991	1 587	25	15 163	11 849	28
Tiree	163	—	—	—	163	86	90
Wick	2 307	—	—	—	2 307	2 017	14
TOTAL (Incl. London Area)	2 785 397	1 973 779	1 880 116	5	811 618	764 821	6

(a) Includes Channel Islands Traffic.

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

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

Table 18

## Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
<b>Austria</b>	10 340	7 263	3 077	11 772	8 237	3 535	-12
London – Vienna	7 896	6 575	1 321	9 648	7 704	1 944	-18
Other Routes	2 444	688	1 756	2 124	533	1 591	15
<b>Belgium</b>	59 333	58 893	440	61 660	59 708	1 952	-4
London – Brussels	42 213	42 117	96	44 478	44 262	216	-5
Other S.E. England – Belgium	10 672	10 421	251	12 664	11 034	1 630	-16
Other Routes	6 448	6 355	93	4 518	4 412	106	43
<b>Denmark</b>	37 606	26 168	11 438	42 251	28 677	13 574	-11
London – Copenhagen	28 701	22 526	6 175	33 831	25 075	8 756	-15
Other Routes	8 905	3 642	5 263	8 420	3 602	4 818	6
<b>Finland</b>	7 770	6 770	1 000	8 004	6 965	1 039	-3
<b>France</b>	189 980	172 228	17 752	211 557	178 864	32 693	-10
London – Nice	7 387	7 387	—	6 639	6 077	562	11
– Paris	133 973	130 236	3 737	145 042	134 901	10 141	-8
– N. France (a)	5 376	5 288	88	6 667	6 219	448	-19
– Other France	13 932	12 020	1 912	25 609	11 659	13 950	-46
Manchester – Paris	5 540	5 535	5	5 629	5 619	10	-2
Other UK – Paris	10 675	6 623	4 052	11 812	6 175	5 637	-10
Luton – Other France	1 797	—	1 797	1 132	—	1 132	59
Other S.E. England – France	5 915	4 628	1 287	7 931	7 903	28	-25
Other Routes	5 385	511	4 874	1 096	311	785	—
<b>Germany (Fed. Republic)</b>	166 991	125 575	41 416	172 519	120 257	52 262	-3
London – Dusseldorf	24 917	23 240	1 677	24 227	21 324	2 903	3
– Frankfurt	38 663	34 392	4 271	40 277	35 898	4 379	-4
– Hamburg	18 155	16 054	2 101	18 366	15 781	2 585	-1
– Munich	28 756	13 767	14 989	33 380	12 741	20 639	-14
– Other Germany	32 128	28 523	3 605	26 599	26 141	458	21
Luton – Germany	7 460	—	7 460	11 915	—	11 915	-37
Manchester – Germany	9 780	6 645	3 135	8 961	5 307	3 654	9
Other Routes	7 132	2 954	4 178	8 794	3 065	5 729	-19
<b>Gibraltar</b>	3 680	3 068	612	3 781	3 743	38	-3
<b>Greece</b>	22 633	17 939	4 694	22 953	17 457	5 496	-1
<b>Iceland</b>	1 831	1 664	167	1 685	1 685	—	9
London – Reykjavik	988	988	—	925	925	—	7
Glasgow – Reykjavik	670	670	—	634	634	—	6
Other Routes	173	6	167	126	126	—	37



Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	93 076	92 805	271	100 565	95 871	4 694	-7
London – Cork	7 450	7 450	—	7 827	7 806	21	-5
– Dublin	50 143	50 143	—	50 752	50 752	—	-1
– Shannon	5 314	5 314	—	5 513	5 513	—	-4
Manchester – Dublin	8 830	8 820	10	9 396	9 323	73	-6
Birmingham – Dublin	7 355	7 355	—	7 297	7 297	—	1
Glasgow – Dublin	3 531	3 531	—	2 883	2 883	—	22
Liverpool – Dublin	3 154	3 141	13	3 938	3 937	1	-20
Leeds/Bradford – Dublin	1 282	1 282	—	1 283	1 283	—	—
Edinburgh – Dublin	866	866	—	5 110	1 481	3 629	-83
Bristol – Dublin	1 129	1 129	—	1 638	1 491	147	-31
Other Routes	4 022	3 774	248	4 928	4 105	823	-18
<b>Italy</b>	125 941	57 399	68 542	103 615	51 726	51 889	22
London – Genoa (g)	101	—	101	55	—	55	84
– Milan	35 798	20 556	15 242	34 158	19 853	14 305	5
– Rimini (g)	—	—	—	—	—	—	—
– Rome	29 390	24 343	5 047	24 037	20 158	3 879	22
– Venice	10 075	2 002	8 073	6 666	1 756	4 910	51
– Other Italy	17 952	8 412	9 540	20 908	8 593	12 315	-14
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	20 396	—	20 396	12 785	—	12 785	60
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	4 523	—	4 523	1 398	—	1 398	—
Other Routes	7 706	2 086	5 620	3 608	1 366	2 242	—
<b>Luxembourg</b>	3 659	3 654	5	3 917	3 917	—	-7
London – Luxembourg	3 654	3 654	—	3 917	3 917	—	-7
Other Routes	5	—	5	—	—	—	—
<b>Netherlands</b>	127 857	126 485	1 372	127 176	123 803	3 374	1
London – Amsterdam	74 812	74 620	192	76 806	74 921	1 885	-3
– Rotterdam	15 104	15 077	27	16 252	16 235	17	-7
Other S.E. England – Netherlands	6 234	6 146	88	6 498	5 985	513	-4
Manchester – Amsterdam	9 069	8 870	199	7 863	7 849	14	15
Other Routes	22 638	21 772	866	19 757	18 812	945	15
<b>Norway</b>	36 448	23 530	12 918	39 214	24 034	15 180	-7
London – Oslo	16 975	11 711	5 264	20 721	13 325	7 396	-18
Other Routes	19 473	11 819	7 654	18 493	10 709	7 784	5
<b>Portugal</b>	20 378	13 170	7 208	17 800	12 788	5 012	14
London – Lisbon	9 948	8 765	1 183	8 702	7 795	907	14
Other Routes	10 430	4 405	6 025	9 098	4 993	4 105	15
<b>Soviet Union and Eastern Europe (b)</b>	19 536	15 131	4 405	17 282	12 835	4 447	13
London – Moscow	6 622	5 819	803	5 342	4 491	851	24
– Prague	1 327	1 327	—	1 011	1 011	—	31
Other Routes	11 587	7 985	3 602	10 929	7 333	3 596	6

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	209 854	65 179	144 675	193 614	64 018	129 596	8
London – Barcelona	14 274	11 702	2 572	13 421	10 126	3 295	6
– Ibiza	465	465	—	436	436	—	7
– Madrid	25 704	22 029	3 675	24 803	21 393	3 410	4
– Malaga	21 000	11 512	9 488	18 774	12 144	6 630	12
– Palma	26 706	8 917	17 789	25 688	8 528	17 160	4
– Other Spain	23 207	10 150	13 057	22 451	10 627	11 824	3
Luton – Alicante	6 438	—	6 438	4 678	—	4 678	38
– Barcelona	356	—	356	—	—	—	—
– Gerona	791	—	791	1 633	—	1 633	-52
– Ibiza	—	—	—	—	—	—	—
– Palma	4 791	—	4 791	7 027	—	7 027	-32
– Other Spain	7 467	—	7 467	5 894	—	5 894	27
Other S.E. England – Spain	68	—	68	138	—	138	-51
Manchester – Barcelona	126	—	126	5	—	5	—
– Palma	11 155	—	11 155	9 198	—	9 198	21
Other N. England – Spain	29 280	172	29 108	24 981	404	24 577	17
Scotland – Spain	11 200	119	11 081	7 096	—	7 096	58
Other Routes	26 826	113	26 713	27 391	360	27 031	-2
<b>Sweden</b>	30 592	16 542	14 050	29 963	14 582	15 381	2
London – Stockholm	15 724	11 407	4 317	16 037	9 442	6 595	-2
Other Routes	14 868	5 135	9 733	13 926	5 140	8 786	7
<b>Switzerland</b>	88 130	62 278	25 852	86 968	60 717	26 251	1
London – Basle	6 226	4 495	1 731	4 029	4 029	—	55
– Geneva	38 572	25 266	13 306	38 123	24 670	13 453	1
– Zurich	36 852	28 010	8 842	36 661	27 607	9 054	1
Luton – Switzerland	1 554	—	1 554	3 591	—	3 591	-57
Other Routes	4 926	4 507	419	4 564	4 411	153	8
<b>Yugoslavia</b>	7 031	5 025	2 006	6 502	4 852	1 650	8
London – Dubrovnic	556	—	556	672	—	672	-17
– Ljubljana	1 204	934	270	1 301	1 071	230	-7
Luton – Yugoslavia	67	—	67	—	—	—	—
Other Routes	5 204	4 091	1 113	4 529	3 781	748	15
<b>Other Europe</b>	48 076	28 881	19 195	40 124	26 787	13 337	20
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	35 349	33 320	2 029	38 417	36 317	2 100	-8
London – Montreal	7 459	7 459	—	8 818	8 818	—	-15
– Toronto	14 897	12 868	2 029	14 818	12 926	1 892	1
– Other Canada	7 537	7 537	—	8 816	8 816	—	-15
Other UK – Montreal	1 142	1 142	—	1 213	1 187	26	-6
– Toronto	3 528	3 528	—	4 245	4 063	182	-17
Other Routes	786	786	—	507	507	—	55

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	191 456	179 844	11 612	156 054	142 389	13 665	23
London – New York	85 150	80 994	4 156	63 925	55 879	8 046	33
– Other East Coast USA	45 143	43 896	1 247	41 002	39 950	1 052	10
– Chicago and Detroit	15 505	15 421	84	14 924	14 924	—	4
– West Coast USA	35 682	31 683	3 999	29 922	26 961	2 961	19
– Other USA	5 676	4 733	943	1 773	1 053	720	—
Other UK – New York	3 114	3 114	—	3 307	3 234	73	–6
Other Routes	1 186	3	1 183	1 201	388	813	–1
<b>West Atlantic and Caribbean Islands</b>	20 327	19 959	368	18 788	18 396	392	8
<b>Central and South America</b>	9 344	9 129	215	8 414	7 422	992	11
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	45 377	5 457	39 920	40 871	4 461	36 410	11
<b>North Africa (c)</b>	17 670	13 125	4 545	17 965	10 616	7 349	–2
<b>East Africa (d)</b>	11 294	10 302	992	10 643	9 446	1 197	6
<b>Central Africa (e)</b>	4 071	4 071	—	4 177	4 177	—	–3
<b>West Africa (d)</b>	21 878	21 877	1	21 112	20 969	143	4
<b>South Africa</b>	21 466	21 466	—	21 307	21 307	—	1
<b>Middle East (f)</b>	109 626	106 861	2 765	83 409	83 114	295	31
<b>India</b>	22 971	22 971	—	20 477	20 476	1	12
<b>Pakistan</b>	9 350	9 350	—	8 116	8 116	—	15
<b>Far East</b>	49 431	47 088	2 343	51 622	48 579	3 043	–4
<b>Australia and New Zealand</b>	30 178	30 178	—	24 637	24 235	402	22
<b>Other Routes n.e.i.</b>	49 570	8 201	41 369	37 041	8 044	28 997	34
<b>ALL ROUTES</b>	<b>1 960 100</b>	<b>1 472 846</b>	<b>487 254</b>	<b>1 865 972</b>	<b>1 389 586</b>	<b>476 386</b>	<b>5</b>

**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 February 1978

Table 19

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+Gatwick	9 563.8	0.4	0.3	826.8	1 578.0	28.2	50.7	—	—	2 611.7	4 390.7	2.4	74.6	
+Heathrow	36 139.3	6 367.6	6 135.0	123.6	246.1	9 469.2	13 415.0	60.7	4.4	58.1	86.8	36.1	136.7	
+Luton	419.7	—	—	—	—	—	—	—	—	64.5	128.2	119.9	107.1	
+Southend	560.0	—	—	198.0	201.0	—	—	—	—	16.0	145.0	—	—	
+Stansted	2 050.8	—	—	—	—	—	—	—	—	375.2	1 348.0	110.7	216.9	
TOTAL (London Area)	48 733.6	6 368.0	6 135.3	1 148.4	2 025.1	9 497.4	13 465.7	60.7	4.4	3 125.5	6 098.7	269.1	535.3	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Aberdeen	439.4	50.8	102.4	25.1	27.1	—	—	11.4	25.2	55.2	141.4	0.4	0.4	
+Belfast	969.8	87.7	134.0	171.1	43.8	4.5	7.9	—	—	498.1	8.7	14.0	—	
+Benbecula	13.3	9.2	2.5	1.5	0.1	—	—	—	—	—	—	—	—	
+Birmingham	238.9	80.7	48.6	17.4	7.0	40.5	44.5	—	—	—	0.2	—	—	
+Blackpool	224.6	—	—	2.2	31.0	—	—	—	—	—	191.4	—	—	
+Bournemouth	555.2	—	—	234.6	320.6	—	—	—	—	—	—	—	—	
+Bristol	40.5	7.0	4.1	3.8	1.1	17.2	7.3	—	—	—	—	—	—	
+Cambridge	17.4	—	—	—	—	—	—	—	—	5.5	—	6.2	5.7	
+Cardiff	13.8	0.8	6.6	2.3	0.8	—	3.3	—	—	—	—	—	—	
+Coventry	3.9	—	—	—	—	—	—	—	—	—	3.9	—	—	
+East Midlands	337.4	—	—	92.5	74.6	—	—	—	—	10.9	143.4	16.0	—	
+Edinburgh	85.1	20.8	23.2	20.2	16.3	3.5	1.1	—	—	—	—	—	—	
+Exeter	21.5	—	—	5.8	15.7	—	—	—	—	—	—	—	—	
+Glasgow	1 281.8	530.5	221.4	30.9	28.2	189.3	275.1	—	0.3	5.4	0.6	—	0.1	
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Inverness	31.0	3.8	27.0	—	—	—	—	—	—	0.1	0.1	—	—	
+Islay	6.0	—	—	3.1	2.9	—	—	—	—	—	—	—	—	
+Isle of Man	190.3	116.2	34.9	35.6	3.6	—	—	—	—	—	—	—	—	
+Isles of Scilly	5.9	4.0	1.9	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	44.3	31.9	10.4	0.8	1.1	—	—	—	—	—	0.1	—	—	
+Leeds/Bradford	23.9	4.3	8.0	4.7	3.1	2.5	1.0	—	—	0.3	—	—	—	
+Liverpool	432.4	20.9	115.1	—	—	5.7	17.6	—	—	9.8	49.6	4.5	209.2	
+Lydd	294.3	—	—	91.5	202.8	—	—	—	—	—	—	—	—	
+Manchester	2 841.5	276.7	224.9	15.2	9.9	768.7	1 109.2	0.1	—	17.9	398.8	—	20.1	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Newcastle	52.3	4.5	13.3	14.8	19.7	—	—	—	—	—	—	—	—	
+Norwich	37.0	—	—	14.9	21.9	—	—	—	—	—	0.2	—	—	
+Penzance Heliport	5.9	1.9	4.0	—	—	—	—	—	—	—	—	—	—	
+Prestwick	1 463.4	501.1	214.7	0.1	—	475.1	196.0	—	—	50.0	—	25.3	1.1	
+Southampton	91.0	0.8	14.4	16.9	58.9	—	—	—	—	—	—	—	—	
+Stornoway	32.9	27.2	4.6	0.1	1.0	—	—	—	—	—	—	—	—	
+Sumburgh	159.3	51.8	6.8	—	—	—	—	6.2	23.4	40.8	29.7	0.6	—	
+Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Tees-side	28.7	—	—	9.6	10.7	—	—	—	—	—	8.4	—	—	
+Tiree	0.5	—	—	0.5	—	—	—	—	—	—	—	—	—	
+Wick	9.5	6.7	1.1	0.4	0.3	—	—	—	—	0.8	0.2	—	—	
TOTAL (Incl. London Area)	58 726.3	8 207.3	7 359.2	1 964.0	2 927.3	11 004.4	15 128.7	78.4	53.3	3 820.3	7 075.4	336.1	771.9	
Channel Islands Airports														
Alderney	18.5	—	—	16.4	2.1	—	—	—	—	—	—	—	—	
+Guernsey	583.9	6.4	2.4	142.2	88.6	0.1	—	—	—	152.3	191.9	—	—	
+Jersey	657.4	41.4	27.6	386.7	199.6	1.0	—	—	—	0.7	0.4	—	—	
TOTAL (Channel Islands Airports)	1 259.8	47.8	30.0	545.3	290.3	1.1	—	—	—	153.0	192.3	—	—	

## Cargo February 1978

Table 20

## Comparison with a Year Earlier

	International				Domestic				February 1978		February 1977		Percentage change	
	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Total Passenger Aircraft	Cargo	Total Passenger Aircraft	Cargo	Passenger Aircraft	Cargo
<b>London Area Airports</b>														
+ Gatwick	949	1 063	19	6 928	160	313	—	131	1 128	8 435	978	6 792	15.3	24.2
+ Heathrow	19 884	15 035	15	368	346	492	—	—	20 245	15 895	17 980	16 564	12.6	-4.0
+ Luton	—	—	145	266	—	—	—	8	146	274	141	298	3.5	-8.1
+ Southend	399	—	161	—	—	—	—	—	560	—	819	—	-31.6	—
+ Stansted	—	—	284	1 767	—	—	—	—	284	1 767	290	1 498	-2.1	18.0
TOTAL (London Area)	21 232	16 098	625	9 329	506	805	—	139	22 363	26 371	20 208	25 152	10.7	4.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+ Aberdeen	36	—	158	8	170	—	53	14	417	22	437	77	-4.6	-71.4
+ Belfast	8	5	—	8	350	87	—	513	358	613	354	550	1.1	11.5
+ Benbecula	—	—	—	—	14	—	—	—	14	—	11	—	27.3	—
+ Birmingham	190	—	—	—	48	—	—	—	238	—	203	—	17.2	—
+ Blackpool	5	—	—	—	28	—	—	191	33	191	34	5	-2.9	—
+ Bournemouth	—	—	—	—	2	554	—	—	2	554	5	707	-60.0	-21.6
+ Bristol	32	—	—	—	8	—	—	—	40	—	44	2	-9.1	—
+ Cambridge	—	—	18	—	—	—	—	—	18	—	10	—	80.0	—
+ Cardiff	9	—	—	—	5	—	—	—	14	—	28	—	-5.0	—
+ Coventry	—	—	—	—	—	—	—	—	—	4	—	2	—	—
+ East Midlands	38	41	3	162	51	37	—	5	92	245	95	133	-3.2	84.2
+ Edinburgh	16	—	—	—	69	—	—	—	85	—	118	—	28.0	—
+ Exeter	1	—	—	—	20	—	—	—	21	—	20	12	5.0	—
+ Glasgow	182	392	—	—	199	502	—	5	381	899	333	855	14.4	5.1
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Inverness	—	—	—	—	31	—	—	—	31	—	33	—	-6.1	—
+ Islay	—	—	—	—	6	—	—	—	6	—	3	—	—	—
+ Isle of Man	1	—	—	—	82	108	—	—	83	108	214	—	-61.2	—
+ Isles of Scilly	—	—	—	—	6	—	—	—	6	—	4	—	50.0	—
+ Kirkwall	—	—	—	—	44	—	—	—	44	—	49	—	-10.2	—
+ Leeds/Bradford	12	—	—	—	12	—	—	—	24	—	28	—	-14.3	—
+ Liverpool	20	9	—	233	31	100	—	41	51	383	258	824	-80.2	-53.5
+ Lydd	—	294	—	—	—	—	—	—	—	294	—	357	—	-17.6
+ Manchester	545	1 695	—	80	152	13	—	357	697	2 145	580	2 283	20.2	-6.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	26	—	—	—	26	—	—	—	52	—	68	—	-23.5	—
+ Norwich	26	—	—	—	11	—	—	—	37	—	39	9	-5.1	—
+ Penzance Heliport	—	—	—	—	6	—	—	—	6	—	4	—	50.0	—
+ Prestwick	104	1 142	—	76	5	136	—	—	109	1 354	78	1 281	39.7	5.7
+ Southampton	—	—	—	—	83	7	—	—	83	7	78	14	6.4	-50.0
+ Stornoway	—	—	—	—	33	—	—	—	33	—	32	—	3.1	—
+ Sumburgh	—	—	46	8	59	—	40	6	145	14	137	5	5.8	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	2	—	8	—	18	—	—	—	28	—	28	40	—	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	—	8	—	—	1	8	1	4	—	—	—
TOTAL (Incl. London Area)	22 485	19 676	858	9 908	2 084	2 349	93	1 272	25 520	33 205	23 538	32 308	8.4	2.8
<b>Channel Islands Airports</b>														
Alderney	—	—	—	—	—	—	—	—	19	—	18	—	5.6	—
Guernsey	—	—	—	—	—	—	—	—	584	—	680	—	-14.1	—
Jersey	—	—	—	—	—	—	—	—	657	—	968	—	-32.1	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 260	—	1 666	—	-24.4	—

# All Scheduled Services February 1978

Table 21.1

											Tonne-kilometres used			
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	17 361	14 655	28 035	944 099	3 668 069	1 981 104	54.0	12 245	439 853	244 197	11 916	49 023	183 259	55.5
British Airways Helicopters	6	98	33	1 547	191	94	49.3	8	12	8	—	—	8	66.8
British Caledonian Airways	2 451	2 181	4 020	79 518	349 145	167 499	48.0	1 328	42 880	20 463	376	4 962	15 126	47.7
Air Anglia	648	1 736	1 860	23 097	25 492	10 414	40.9	80	2 594	1 082	—	41	1 041	41.7
Air Wales	17	81	71	249	138	51	36.7	—	12	4	—	—	4	34.0
Aurigny Air Services	54	1 078	313	9 806	754	472	62.7	80	71	42	—	4	38	58.8
British Air Ferries	141	577	541	8 914	4 317	1 994	46.2	389	555	304	—	114	189	54.7
British Island Airways	186	866	731	20 677	9 276	4 230	45.6	138	853	387	1	27	359	45.3
British Midland Airways	295	1 013	962	23 107	21 360	8 117	38.0	131	1 744	681	—	49	632	39.0
Brymon Airways	24	139	119	668	353	133	37.6	2	32	12	—	1	11	37.0
Dan-Air Services	299	988	955	19 409	18 456	7 865	42.6	—	1 386	591	—	—	591	42.6
Haywards Aviation	8	35	32	46	55	10	18.3	7	6	1	—	—	1	15.5
Intra Airways	8	91	47	1 140	375	121	32.2	2	31	9	—	—	9	29.4
Laker Airways	295	53	383	11 415	101 738	63 513	62.4	—	10 321	6 351	—	—	6 351	61.5
Loganair	97	1 165	506	6 089	1 026	601	58.6	—	94	54	—	—	54	57.5
TOTAL Passenger Services	21 891	24 756	38 608	1 149 781	4 200 745	2 246 218	53.5	14 410	500 444	274 186	12 293	54 220	207 674	54.8
Cargo Services														
British Airways	1 244	651	1 825	—	—	—	—	5 509	32 700	21 429	331	21 098	—	65.5
British Caledonian Airways	164	82	235	—	—	—	—	878	5 558	2 752	159	2 594	—	49.5
Air Freight	19	92	104	—	—	—	—	211	66	43	—	43	—	65.0
Air-Bridge Carriers	18	99	57	—	—	—	—	328	103	59	—	59	—	56.7
British Island Airways	84	268	308	—	—	—	—	560	386	177	24	153	—	45.8
Intra Airways	17	103	92	—	—	—	—	255	63	45	—	45	—	72.3
TOTAL Cargo Services	1 547	1 295	2 622	—	—	—	—	7 741	38 876	24 505	514	23 991	—	63.0
GRAND TOTAL	23 437	26 051	41 230	1 149 781	4 200 745	2 246 218	53.5	22 151	539 320	298 691	12 806	78 211	207 674	55.4

# International Scheduled Services February 1978

Table 21.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Passenger Services														
British Airways	15 396	9 275	22 687	672 628	3 476 100	1 868 144	53.7	11 297	422 140	234 326	11 844	48 765	173 717	55.5
British Caledonian Airways	2 101	1 426	3 210	54 450	317 798	155 401	48.9	984	39 813	19 381	368	4 910	14 102	48.7
Air Anglia	439	856	1 156	14 297	19 314	7 142	37.0	80	1 975	755	—	41	714	38.2
Air Wales	3	12	14	13	26	4	15.4	—	2	—	—	—	—	15.4
Aurigny Air Services	54	1 078	313	9 806	754	472	62.7	80	71	42	—	4	38	58.8
British Air Ferries	141	577	541	8 914	4 317	1 994	46.2	389	555	304	—	114	189	54.7
British Island Airways	104	408	406	8 935	5 193	2 129	41.0	33	478	191	—	10	181	39.9
British Midland Airways	135	392	433	6 426	9 888	3 085	31.2	52	772	259	—	19	241	33.6
Brymon Airways	15	71	75	230	172	50	29.1	—	15	4	—	—	4	28.2
Dan-Air Services	175	375	506	9 184	11 066	4 489	40.6	—	831	337	—	—	337	40.6
Intra Airways	8	89	44	1 085	354	104	29.5	2	30	8	—	—	8	27.1
Laker Airways	295	53	383	11 415	101 738	63 513	62.4	—	10 321	6 351	—	—	6 351	61.5
TOTAL Passenger Services	18 867	14 612	29 767	797 383	3 946 719	2 106 530	53.4	12 916	477 003	261 959	12 213	63 863	195 883	54.9
Cargo Services														
British Airways	1 215	578	1 763	—	—	—	—	4 938	32 176	21 153	330	20 822	—	65.7
British Caledonian Airways	145	48	195	—	—	—	—	663	5 397	2 635	49	2 586	—	48.8
Air Freight	19	92	104	—	—	—	—	211	66	43	—	43	—	65.0
British Island Airways	37	78	129	—	—	—	—	99	172	63	—	63	—	38.5
Intra Airways	—	6	3	—	—	—	—	13	2	1	—	1	—	57.2
TOTAL Cargo Services	1 417	802	2 195	—	—	—	—	5 923	37 813	23 894	379	23 515	—	63.2
GRAND TOTAL	20 284	15 414	31 962	797 383	3 946 719	2 106 530	53.4	18 839	514 816	285 853	12 592	77 378	195 883	55.5

# Domestic Scheduled Services February 1978

Table 21.3

											Tonne-kilometres used				
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways	1 964	5 380	5 349	271 471	191 969	112 960	58.8	948	17 713	9 871	72	257	9 542	55.7	
British Airways Helicopters	6	98	33	1 547	191	94	49.3	8	12	8	—	—	8	66.8	
British Caledonian Airways	351	755	810	25 068	31 346	12 098	38.6	344	3 067	1 082	7	51	1 024	35.3	
Air Anglia	209	880	704	8 800	6 178	3 271	52.9	—	619	327	—	—	327	52.9	
Air Wales	14	69	57	236	112	47	42.0	—	10	4	—	—	4	40.0	
British Island Airways	82	458	325	11 742	4 083	2 100	51.4	105	376	196	1	17	178	52.3	
British Midland Airways	160	621	529	16 681	11 473	5 032	43.9	80	972	422	—	30	392	43.4	
Brymon Airways	9	68	44	438	181	83	45.7	2	17	8	—	1	7	45.0	
Dan-Air Services	124	613	450	10 225	7 390	3 376	45.7	—	555	254	—	—	254	45.7	
Haywards Aviation	8	35	32	46	55	10	18.3	7	6	1	—	—	1	15.5	
Intra Airways	1	2	3	55	21	16	76.4	—	2	1	—	—	1	68.3	
Loganair	97	1 165	506	6 089	1 026	601	58.6	—	94	54	—	—	54	57.5	
TOTAL Passenger Services	3 024	10 144	8 841	352 398	254 025	139 688	55.0	1 494	23 441	12 228	80	357	11 791	52.2	
Cargo Services															
British Airways	30	73	63	—	—	—	—	571	524	276	1	275	—	52.7	
British Caledonian Airways	19	34	40	—	—	—	—	215	161	118	110	8	—	73.2	
Air-Bridge Carriers	—	99	57	—	—	—	—	328	103	59	—	59	—	56.7	
British Island Airways	46	190	179	—	—	—	—	461	214	114	24	90	—	53.3	
Intra Airways	17	97	89	—	—	—	—	242	61	44	—	44	—	72.7	
TOTAL Cargo Services	130	493	427	—	—	—	—	1 818	1 062	610	135	476	—	57.4	
GRAND TOTAL	3 154	10 637	9 268	352 398	254 025	139 688	55.0	3 312	24 503	12 838	215	832	11 791	52.4	



# All Non-Scheduled Services February 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	508	408	1 129	22 447	53 939	42 867	79.5	1 149	8 437	5 300	1 296	4 004	62.8
British Airtours	759	308	1 071	35 098	143 475	88 106	61.4	—	13 063	7 802	—	7 802	59.7
British Airways Helicopters	368	2 336	1 834	23 655	7 832	3 974	50.7	124	763	339	21	318	44.4
British Caledonian Airways	753	426	1 168	27 697	49 835	38 104	76.5	2 064	17 826	12 936	9 606	3 330	72.6
Air Anglia	22	86	198	167	153	42	27.2	—	15	5	—	5	30.3
Air Faisal	56	25	122	—	—	—	—	396	965	880	880	—	91.3
Air Freight	51	160	270	1 845	1 009	615	61.0	87	154	90	45	46	58.7
Air-Bridge Carriers	43	103	142	—	—	—	—	518	539	248	248	—	45.9
Alidair	72	251	251	7 979	4 235	2 024	47.8	11	360	155	5	150	43.2
Bristow Helicopters	442	2 834	2 654	23 213	7 495	3 612	48.2	158	636	412	30	382	64.8
Britannia Airways	2 076	1 231	3 286	141 181	269 956	242 185	89.7	23	22 956	20 609	27	20 582	89.8
British Air Ferries	64	157	252	869	1 302	370	28.5	217	369	131	100	31	35.4
British Executive Air Services	71	2 028	443	8 544	991	299	30.2	18	92	30	1	29	32.6
British Island Airways	67	153	213	427	195	135	69.1	270	309	136	125	11	44.2
British Midland Airways	1 071	1 064	1 898	76 061	92 421	52 083	56.4	165	25 158	8 220	926	7 294	32.7
Dan-Air Services	2 809	2 327	5 053	165 850	288 983	236 953	82.0	169	36 375	29 971	10 803	19 167	82.4
General Aviation Services	11	14	35	—	—	—	—	14	38	8	8	—	22.2
I.A.S. Cargo Airlines	990	322	1 439	—	—	—	—	4 213	37 784	25 057	25 057	—	66.3
Intra Airways	58	53	85	1 227	3 166	2 307	72.9	—	313	202	21	181	64.4
Invicta International Airlines	35	29	78	—	—	—	—	195	565	259	259	—	45.8
Laker Airways	995	408	1 650	43 365	183 627	136 369	74.3	—	17 891	13 078	—	13 078	73.1
Loganair	95	400	430	2 419	1 200	693	57.8	—	110	63	—	63	57.3
Management Aviation	48	1 168	390	4 175	284	158	55.6	21	26	15	1	14	57.7
Monarch Airlines	589	376	959	36 607	86 936	63 102	72.6	1	8 550	5 743	20	5 722	67.2
North Scottish Helicopters	131	3 502	653	10 506	523	392	75.0	—	40	30	—	30	75.0
Redcoat Air Cargo	67	23	139	—	—	—	—	169	1 168	739	739	—	63.3
Tradewinds Airways	670	222	1 172	—	—	—	—	2 798	22 534	13 553	13 553	—	60.1
Transmeridian Air Cargo	604	181	1 083	—	—	—	—	1 749	18 801	10 448	10 448	—	55.6
<b>TOTAL</b>	<b>13 524</b>	<b>20 595</b>	<b>28 095</b>	<b>633 332</b>	<b>1 197 558</b>	<b>914 391</b>	<b>76.4</b>	<b>14 535</b>	<b>235 836</b>	<b>156 459</b>	<b>74 220</b>	<b>82 239</b>	<b>66.3</b>
<b>Class 5A Licence TOTAL</b>	<b>759</b>	<b>496</b>	<b>1 228</b>	<b>19 552</b>	<b>68 179</b>	<b>29 678</b>	<b>38.0</b>	<b>..</b>	<b>19 666</b>	<b>13 526</b>	<b>10 916</b>	<b>2 610</b>	<b>68.8</b>
<b>TOTAL Excludes 5A Licence</b>	<b>12 765</b>	<b>20 099</b>	<b>26 867</b>	<b>613 780</b>	<b>1 129 379</b>	<b>884 713</b>	<b>79.0</b>	<b>14 535</b>	<b>216 170</b>	<b>142 933</b>	<b>63 304</b>	<b>79 629</b>	<b>66.1</b>

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

# International Non-Scheduled Services February 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	498	380	1 099	21 655	53 443	42 578	79.7	1 149	8 390	5 274	1 296	3 978	62.9
British Airtours	759	308	1 071	35 098	143 475	88 106	61.4	—	13 063	7 802	—	7 802	59.7
British Airways Helicopters	368	2 336	1 834	23 655	7 832	3 974	50.7	124	763	339	21	318	44.4
British Caledonian Airways	753	426	1 168	27 697	49 835	38 104	76.5	2 064	17 826	12 936	9 606	3 330	72.6
Air Anglia	5	14	60	15	38	7	17.5	—	4	1	—	1	30.1
Air Faisal	56	25	122	—	—	—	—	396	965	880	880	—	91.3
Air Freight	23	72	108	105	139	76	54.7	79	78	47	42	5	61.2
Air-Bridge Carriers	22	25	64	—	—	—	—	152	283	140	140	—	49.4
Alidair	46	169	163	5 442	2 671	1 228	46.0	3	203	93	3	91	45.9
Bristow Helicopters	442	2 834	2 654	23 213	7 495	3 612	48.2	158	636	412	30	382	64.8
Britannia Airways	2 076	1 231	3 286	141 181	269 956	242 185	89.7	23	22 956	20 609	27	20 582	89.8
British Air Ferries	62	147	242	821	1 251	349	27.9	211	355	128	99	29	36.1
British Executive Air Services	71	2 028	443	8 544	991	299	30.2	18	92	30	1	29	32.6
British Island Airways	24	60	76	144	107	84	79.0	—	110	51	44	7	46.6
British Midland Airways	918	714	1 551	61 579	79 364	45 988	57.9	68	23 889	7 706	875	6 830	32.3
Dan-Air Services	2 574	1 681	4 199	147 188	278 273	229 909	82.6	6	35 495	29 358	10 720	18 638	82.7
General Aviation Services	10	9	30	—	—	—	—	5	35	7	7	—	20.0
I.A.S. Cargo Airlines	990	322	1 439	—	—	—	—	4 213	37 784	25 057	25 057	—	66.3
Intra Airways	56	49	81	1 139	3 024	2 219	73.4	—	301	194	21	173	64.3
Invicta International Airlines	35	29	78	—	—	—	—	195	565	259	259	—	45.8
Laker Airways	995	408	1 650	43 365	183 627	136 369	74.3	—	17 891	13 078	—	13 078	73.1
Management Aviation	48	1 168	390	4 175	284	158	55.6	21	26	15	1	14	57.7
Monarch Airlines	589	376	959	36 607	86 936	63 102	72.6	1	8 550	5 743	20	5 722	67.2
North Scottish Helicopters	131	3 502	653	10 506	523	392	75.0	—	40	30	—	30	75.0
Redcoat Air Cargo	67	23	139	—	—	—	—	169	1 168	739	739	—	63.3
Tradewinds Airways	670	222	1 172	—	—	—	—	2 798	22 534	13 553	13 553	—	60.1
Transmeridian Air Cargo	604	181	1 083	—	—	—	—	1 749	18 801	10 448	10 448	—	55.6
<b>TOTAL</b>	<b>12 892</b>	<b>18 739</b>	<b>25 812</b>	<b>592 129</b>	<b>1 169 264</b>	<b>898 740</b>	<b>76.9</b>	<b>13 609</b>	<b>232 803</b>	<b>154 930</b>	<b>73 891</b>	<b>81 039</b>	<b>66.6</b>
Class 5A Licence TOTAL	757	492	1 223	19 464	68 037	29 590	82.0	..	19 654	13 518	10 916	2 602	68.8
TOTAL Excludes 5A Licence	12 135	18 247	24 589	572 665	1 101 227	869 150	76.7	13 609	213 149	141 412	62 975	78 437	66.3

Does not include cargo carried under Class 5 Licences.

# Domestic Non-Scheduled Services February 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	9	28	29	792	496	289	58.2	—	46	26	—	26	56.3
Air Anglia	16	72	138	152	115	35	30.4	—	12	4	—	4	30.4
Air Freight	27	88	163	1 740	870	539	62.0	7	76	43	2	40	56.1
Air-Bridge Carriers	21	78	78	—	—	—	—	366	255	108	108	—	42.1
Alldair	26	82	88	2 537	1 565	797	50.9	8	157	62	2	60	39.7
British Air Ferries	2	10	10	48	51	21	41.8	6	14	3	1	2	18.3
British Island Airways	43	93	137	283	88	50	57.2	270	199	85	81	4	42.8
British Midland Airways	154	350	348	14 482	13 058	6 095	46.7	96	1 270	515	50	464	40.5
Dan-Air Services	236	646	854	18 662	10 710	7 044	65.8	162	881	613	83	529	69.6
General Aviation Services	1	5	4	—	—	—	—	8	3	1	1	—	49.0
Intra Airways	2	4	5	88	142	88	62.0	—	12	8	—	8	66.7
Loganair	95	400	430	2 419	1 200	693	57.8	—	110	63	—	63	57.3
<b>TOTAL</b>	<b>633</b>	<b>1 856</b>	<b>2 283</b>	<b>41 203</b>	<b>28 295</b>	<b>15 651</b>	<b>55.3</b>	<b>926</b>	<b>3 034</b>	<b>1 529</b>	<b>329</b>	<b>1 200</b>	<b>50.4</b>
Class 5A Licence TOTAL	2	4	5	88	142	88	62.0	..	12	8	—	8	66.7
<b>TOTAL Excludes 5A Licence</b>	<b>631</b>	<b>1 852</b>	<b>2 278</b>	<b>41 115</b>	<b>28 153</b>	<b>15 563</b>	<b>55.4</b>	<b>926</b>	<b>3 022</b>	<b>1 521</b>	<b>329</b>	<b>1 192</b>	<b>50.3</b>

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

## Class 2 Licence Operations February 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	34	7	49	1 155	—	9 686	6 293	65.0	1 246	632	50.7
British Caledonian Airways	71	10	90	1 064	—	13 330	9 436	70.8	1 298	850	65.5
Laker Airways	275	42	363	4 194	3 516	86 193	53 035	61.5	8 766	5 304	60.5
TOTAL	379	59	502	6 413	3 516	109 210	68 765	63.0	11 310	6 783	60.0

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

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	105	106	203	13 574	14 947	13 099	87.6	1 488	1 190	80.0	—	—
British Airtours	172	96	258	15 216	32 499	27 165	83.6	2 958	2 381	80.5	—	—
British Caledonian Airways	222	230	421	22 311	25 029	21 752	86.9	2 348	1 871	79.7	—	—
Britannia Airways	1 879	1 044	2 955	121 276	244 266	220 857	90.4	20 770	18 776	90.4	—	8 091
Dan-Air Services	1 692	1 325	2 930	127 279	199 340	174 072	87.3	15 943	13 926	87.3	—	89
Laker Airways	451	246	704	26 130	59 092	49 843	84.3	5 667	4 761	84.0	3 516	—
Monarch Airlines	400	278	662	29 415	56 619	49 428	87.3	5 533	4 482	81.0	—	—
TOTAL International Services	4 921	3 325	8 133	355 201	631 793	556 216	88.0	54 706	47 385	86.6	3 516	8 180
Domestic Services-NIL												
GRAND TOTAL	4 921	3 325	8 133	355 201	631 793	556 216	88.0	54 706	47 385	86.6	3 516	8 180

# All Class 4 Licence Operations February 1978

Table 25.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	111	33	361	—	2 724	18 295	17 712	96.8	2 150	1 665	77.5
British Airtours	68	14	93	—	1 787	12 786	10 007	78.3	1 169	896	76.7
British Caledonian Airways	35	44	68	—	2 818	3 706	2 355	63.6	346	203	58.5
Britannia Airways	126	78	199	8 091	795	16 363	14 404	88.0	1 394	1 225	87.9
British Midland Airways	2	2	4	—	104	111	79	71.2	8	6	75.3
Dan-Air Services	387	172	582	89	15 117	49 325	44 186	89.6	3 946	3 535	89.6
Intra Airways	41	20	30	—	993	2 992	2 187	73.1	239	163	68.1
Laker Airways	116	80	382	—	5 501	10 294	8 283	80.5	925	753	81.4
Monarch Airlines	22	23	41	—	1 917	2 809	1 806	64.3	276	164	59.4
<b>TOTAL</b>	<b>907</b>	<b>466</b>	<b>1 759</b>	<b>8 180</b>	<b>31 756</b>	<b>116 681</b>	<b>101 019</b>	<b>86.6</b>	<b>10 452</b>	<b>8 609</b>	<b>82.4</b>

## International Class 4 Licence Operations February 1978

Table 25.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	111	33	361	—	2 724	18 295	17 712	96.8	2 150	1 665	77.5
British Airtours	68	14	93	—	1 787	12 786	10 007	78.3	1 169	896	76.7
British Caledonian Airways	35	44	68	—	2 818	3 706	2 355	63.6	346	203	58.5
Britannia Airways	126	78	199	8 091	795	16 363	14 404	88.0	1 394	1 225	87.9
British Midland Airways	2	2	4	—	104	111	79	71.2	8	6	75.3
Dan-Air Services	387	172	582	89	15 117	49 325	44 186	89.6	3 946	3 535	89.6
Intra Airways	41	20	30	—	993	2 992	2 187	73.1	239	163	68.1
Laker Airways	116	80	382	—	5 501	10 294	8 283	80.5	925	753	81.4
Monarch Airlines	22	23	41	—	1 917	2 809	1 806	64.3	276	164	59.4
<b>TOTAL</b>	<b>907</b>	<b>466</b>	<b>1 759</b>	<b>8 180</b>	<b>31 756</b>	<b>116 681</b>	<b>101 019</b>	<b>86.6</b>	<b>10 452</b>	<b>8 609</b>	<b>82.4</b>

## Domestic Class 4 Licence—Nil February 1978

Table 25.3

## All Class 6 Licence Operations February 1978

**Table 26.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	1	3	4	65	30	29	99.2
British Caledonian Airways	298	79	402	1 272	10 007	7 324	73.2
Air Freight	5	26	28	65	16	11	68.5
Air-Bridge Carriers	43	103	142	519	539	248	45.9
Britannia Airways	7	6	14	24	80	27	31.8
British Air Ferries	42	99	175	198	280	93	33.1
Dan-Air Services	1	1	1	5	3	3	100.0
I.A.S. Cargo Airlines	220	72	320	832	7 934	6 420	80.9
Redcoat Air Cargo	67	23	139	170	1 168	739	63.3
Tradewinds Airways	665	221	1 165	2 799	22 321	13 374	59.9
Transmeridian Air Cargo	452	145	802	1 514	14 714	8 532	58.0
<b>TOTAL</b>	<b>1 801</b>	<b>778</b>	<b>3 191</b>	<b>7 460</b>	<b>57 091</b>	<b>36 802</b>	<b>64.5</b>

## International Class 6 Licence Operations February 1978

**Table 26.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	1	3	4	65	30	29	99.2
British Caledonian Airways	298	79	402	1 272	10 007	7 324	73.2
Air Freight	5	26	28	65	16	11	68.5
Air-Bridge Carriers	22	25	64	153	283	140	49.4
Britannia Airways	7	6	14	24	80	27	31.8
British Air Ferries	41	93	168	192	271	92	34.1
Dan-Air Services	1	1	1	5	3	3	100.0
I.A.S. Cargo Airlines	220	72	320	832	7 934	6 420	80.9
Redcoat Air Cargo	67	23	139	170	1 168	739	63.3
Tradewinds Airways	665	221	1 165	2 799	22 321	13 374	59.9
Transmeridian Air Cargo	452	145	802	1 514	14 714	8 532	58.0
<b>TOTAL</b>	<b>1 779</b>	<b>694</b>	<b>3 106</b>	<b>7 088</b>	<b>56 826</b>	<b>36 693</b>	<b>64.6</b>

## Domestic Class 6 Licence Operations February 1978

**Table 26.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	21	78	78	366	255	108	42.1
British Air Ferries	1	6	6	6	10	1	7.9
<b>TOTAL</b>	<b>22</b>	<b>84</b>	<b>84</b>	<b>372</b>	<b>265</b>	<b>108</b>	<b>40.9</b>

## 40 All Class 7 Licence Operations February 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	368	2 336	1 834	23 655	7 832	3 974	50.7	124	763	339	21	318	44.4
Bristow Helicopters	442	2 834	2 654	23 213	7 495	3 612	48.2	158	636	412	30	382	64.8
British Executive Air Services	71	2 028	443	8 544	991	299	30.2	18	92	30	1	29	32.6
Management Aviation	48	1 168	390	4 175	284	158	55.6	21	26	15	1	14	57.7
North Scottish Helicopters	131	3 502	653	10 506	523	392	75.0	—	40	30	—	30	75.0
<b>TOTAL</b>	<b>1 060</b>	<b>11 868</b>	<b>5 974</b>	<b>70 093</b>	<b>17 125</b>	<b>8 435</b>	<b>49.3</b>	<b>321</b>	<b>1 557</b>	<b>826</b>	<b>53</b>	<b>773</b>	<b>53.1</b>

## International Class 7 Licence Operations February 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	368	2 336	1 834	23 655	7 832	3 974	50.7	124	763	339	21	318	44.4
Bristow Helicopters	442	2 834	2 654	23 213	7 495	3 612	48.2	158	636	412	30	382	64.8
British Executive Air Services	71	2 028	443	8 544	991	299	30.2	18	92	30	1	29	32.6
Management Aviation	48	1 168	390	4 175	284	158	55.6	21	26	15	1	14	57.7
North Scottish Helicopters	131	3 502	653	10 506	523	392	75.0	—	40	30	—	30	75.0
<b>TOTAL</b>	<b>1 060</b>	<b>11 868</b>	<b>5 974</b>	<b>70 093</b>	<b>17 125</b>	<b>8 435</b>	<b>49.3</b>	<b>321</b>	<b>1 557</b>	<b>826</b>	<b>53</b>	<b>773</b>	<b>53.1</b>

## Domestic Class 7 Licence Nil February 1978

Table 27.3

# All Exempt Operations February 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	215	235	448	3 257	6 953	2 834	40.8	1 085	3 107	1 495	1 236	259	48.1
British Airtours	40	8	50	1 506	7 560	7 533	99.6	—	689	684	—	684	99.2
British Caledonian Airways	95	51	143	831	1 978	742	37.5	793	3 266	2 346	2 282	64	71.8
Air Anglia	22	86	198	167	153	42	27.2	—	15	5	—	5	30.3
Air Faisal	56	25	122	—	—	—	—	396	965	880	880	—	91.3
Air Freight	35	106	198	1 845	1 009	615	61.0	23	100	58	13	46	58.4
Alidair	28	84	92	2 542	1 675	801	47.8	11	168	65	5	60	39.0
Britannia Airways	60	99	111	10 505	7 852	6 385	81.3	—	668	543	—	543	81.3
British Air Ferries	10	31	40	306	281	94	33.6	19	41	17	9	8	41.6
British Island Airways	45	97	145	427	195	135	69.1	271	209	92	81	11	44.2
British Midland Airways	273	484	570	26 617	31 820	16 700	52.5	166	3 014	1 413	122	1 291	46.9
Dan-Air Services	306	706	1 008	21 650	18 409	11 081	60.2	164	1 496	934	85	848	62.4
General Aviation Services	11	14	35	—	—	—	—	14	38	8	8	—	22.2
I.A.S. Cargo Airlines	747	242	1 087	—	—	—	—	3 381	28 908	17 729	17 729	—	61.3
Invicta International Airlines	35	29	78	—	—	—	—	195	565	259	259	—	45.8
Laker Airways	153	40	201	4 024	28 047	25 208	89.9	—	2 533	2 260	—	2 260	89.2
Loganair	95	400	430	2 419	1 200	693	57.8	—	110	63	—	63	57.3
Monarch Airlines	30	8	43	178	4 294	1 120	26.1	2	488	122	20	101	24.9
Transmeridian Air Cargo	92	24	183	—	—	—	—	236	2 435	1 035	1 035	—	42.5
TOTAL	2 346	2 769	5 179	76 274	111 426	73 983	66.4	6 754	48 812	30 007	23 764	6 244	61.6



# International Exempt Operations February 1978

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
						(000)	As percentage of available			Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	205	207	419	2 465	6 457	2 545	39.4	1 085	3 060	1 469	1 236	233	48.0
British Airtours	40	8	50	1 506	7 560	7 533	99.6	—	689	684	—	684	99.2
British Caledonian Airways	95	51	143	831	1 978	742	37.5	793	3 266	2 346	2 282	64	71.8
Air Anglia	5	14	60	15	38	7	17.5	—	4	1	—	1	30.1
Air Faisal	56	25	122	—	—	—	—	396	965	880	880	—	91.3
Air Freight	7	18	35	105	139	76	54.7	15	23	15	10	5	65.9
Alidair	2	2	5	5	111	5	4.2	3	11	3	3	1	29.2
Britannia Airways	60	99	111	10 505	7 852	6 385	81.3	—	668	543	—	543	81.3
British Air Ferries	9	27	36	258	236	73	31.0	19	37	15	9	7	41.2
British Island Airways	2	4	8	144	107	84	79.0	—	10	7	—	7	72.7
British Midland Airways	119	134	223	12 135	18 762	10 605	56.5	69	1 744	898	71	827	51.5
Dan-Air Services	70	60	154	2 988	7 699	4 037	52.4	2	615	321	2	319	52.2
General Aviation Services	10	9	30	—	—	—	—	6	35	7	7	—	20.0
I.A.S. Cargo Airlines	747	242	1 087	—	—	—	—	3 381	28 908	17 729	17 729	—	61.3
Invicta International Airlines	35	29	78	—	—	—	—	195	565	259	259	—	45.8
Laker Airways	153	40	201	4 024	28 047	25 208	89.9	—	2 533	2 260	—	2 260	89.2
Monarch Airlines	30	8	43	178	4 294	1 120	26.1	2	488	122	20	101	24.9
Transmeridian Air Cargo	92	24	183	—	—	—	—	236	2 435	1 035	1 035	—	42.5
<b>TOTAL</b>	<b>1 738</b>	<b>1 001</b>	<b>2 985</b>	<b>35 159</b>	<b>83 279</b>	<b>58 419</b>	<b>70.1</b>	<b>6 200</b>	<b>46 056</b>	<b>28 594</b>	<b>23 543</b>	<b>5 051</b>	<b>62.1</b>

# Domestic Exempt Operations February 1978

**Table 28.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	9	28	29	792	496	289	58.2	—	46	26	—	26	56.3
Air Anglia	16	72	138	152	115	35	30.4	—	12	4	—	4	30.4
Air Freight	27	88	163	1 740	870	539	62.0	8	76	43	2	40	56.1
Alidair	26	82	88	2 537	1 565	797	50.9	8	157	62	2	60	39.7
British Air Ferries	1	4	4	48	45	21	47.2	—	4	2	—	2	46.0
British Island Airways	43	93	137	283	88	50	57.2	271	199	85	81	4	42.8
British Midland Airways	154	350	348	14 482	13 058	6 095	46.7	97	1 270	515	50	464	40.5
Dan-Air Services	236	646	854	18 662	10 710	7 044	65.8	163	881	613	83	529	69.6
General Aviation Services	1	5	4	—	—	—	—	9	3	1	1	—	49.0
Loganair	95	400	430	2 419	1 200	693	57.8	—	110	63	—	63	57.3
<b>TOTAL</b>	<b>608</b>	<b>1 768</b>	<b>2 194</b>	<b>41 115</b>	<b>28 147</b>	<b>15 563</b>	<b>55.3</b>	<b>554</b>	<b>2 756</b>	<b>1 413</b>	<b>221</b>	<b>1 192</b>	<b>51.3</b>

# Class 5 Operations for UK Operators February 1978

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	324	147	469	11 740	61 308	25 906	42.3	..	5 579	2 293	—	—	2 293	41.1
British Caledonian Airways	4	4	7	169	448	293	65.4	..	42	25	—	—	25	59.5
Alidair	44	167	159	4 537	2 560	1 223	47.8	..	192	90	—	—	90	46.9
Britannia Airways	4	4	8	486	544	506	93.0	..	46	41	—	—	41	89.1
British Air Ferries	8	24	29	372	448	124	27.7	..	35	12	—	1	11	34.3
British Midland Airways	1	2	3	108	94	70	74.5	..	8	5	—	—	5	62.5
Dan-Air Services	341	106	471	292	739	437	59.1	..	13 296	10 751	—	10 715	36	80.9
Intra Airways	17	33	56	234	174	120	69.0	..	74	39	—	21	18	52.7
Monarch Airlines	11	8	17	714	1 864	999	53.6	..	181	91	—	—	91	50.3
Tradewinds Airways	5	1	7	—	—	—	—	..	213	179	—	179	—	84.0
<b>TOTAL</b>	<b>759</b>	<b>496</b>	<b>1 228</b>	<b>19 552</b>	<b>68 179</b>	<b>29 678</b>	<b>43.5</b>	<b>..</b>	<b>19 666</b>	<b>13 526</b>	<b>—</b>	<b>10 916</b>	<b>2 610</b>	<b>68.8</b>

# Class 5 Operations for Non-UK Operators February 1978

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	41	24	64	1 737	4 057	2 930	72.2	..	416	289	19	12	258	69.5
British Airtours	155	43	200	4 849	29 322	17 495	59.7	..	2 668	1 548	—	—	1 548	58.0
British Caledonian Airways	28	8	38	504	5 344	3 525	66.0	..	520	318	—	—	318	61.2
Air Freight	11	28	45	—	—	—	—	..	38	21	—	21	—	55.3
British Air Ferries	3	3	8	124	168	124	73.8	..	13	9	—	—	9	69.2
British Island Airways	22	56	68	—	—	—	—	..	100	44	—	44	—	44.0
British Midland Airways	796	576	1 321	49 232	60 397	35 234	58.3	..	22 128	6 796	—	804	5 992	30.7
Dan-Air Services	83	17	61	1 423	21 170	7 178	33.9	..	1 692	823	—	—	823	48.6
I.A.S. Cargo Airlines	24	8	33	—	—	—	—	..	943	908	—	908	—	96.3
Monarch Airlines	126	59	195	4 383	21 350	9 749	45.7	..	2 072	884	—	—	884	42.7
Trans-Meridian Air Cargo	61	12	97	—	—	—	—	..	1 652	881	—	881	—	53.3
<b>TOTAL</b>	<b>1 350</b>	<b>834</b>	<b>2 130</b>	<b>62 252</b>	<b>141 808</b>	<b>76 235</b>	<b>53.8</b>	<b>..</b>	<b>32 242</b>	<b>12 521</b>	<b>19</b>	<b>2 670</b>	<b>9 832</b>	<b>38.8</b>

# Aircraft Type and Utilisation—All Airlines February 1978

Table 30.1

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
Aerospatiale SA330J Puma	X 80	383	—	391	—	4 396	351	3	2.9
Aviation Traders Carvair	26	5	45	4	103	67	28	2	3.1
Aviation Traders Merchantman	383	—	454	—	712	—	—	6	5.2
AW650 Argosy	34	—	101	—	125	—	—	3	2.8
BAC 111-200	587	1 297	3	1 388	3	44 876	22 424	9	5.3
BAC 111-300/400	1 242	1 441	—	2 561	—	77 838	77 419	17	5.7
BAC 111-500	2 941	4 601	33	5 951	39	293 014	205 433	36	6.2
BAC/Aerospatiale Concorde	524	96	—	379	—	4 668	25 920	5	2.1
Bell 206 Jet Ranger	X —	—	—	—	—	—	—	2	0.4
Bell 212 Twin	X 77	2 238	—	476	—	9 773	335	8	2.7
Boeing 707-120/120B	248	74	—	330	—	8 819	38 435	2	8.5
Boeing 707-320C/336	5 182	1 444	517	4 988	2 504	101 857	266 306	33	8.5
Boeing 707-420	1 074	451	—	1 566	—	45 488	109 369	9	6.7
Boeing 720/720B	347	166	—	523	—	17 483	39 578	3	7.9
Boeing 727-100	662	301	—	966	—	32 624	81 285	8	7.8
Boeing 737-200	2 076	1 225	6	3 272	14	141 181	242 185	16	8.0
Boeing 747-100	4 415	1 108	—	5 912	—	109 739	891 739	19	11.8
Boeing 747-200	727	158	—	922	—	20 317	151 575	3	12.4
Bristol Britannia 300	234	—	107	—	504	—	—	5	5.6
Britten-Norman Islander	95	1 175	—	462	—	4 254	308	11	1.7
Britten-Norman Trislander	151	1 489	—	792	—	13 764	1 356	14	2.7
Canadair CL 44	814	—	239	—	1 590	—	—	11	5.9
DC3 Dakota/Pionair	117	181	302	226	369	3 077	704	11	2.4
DH 106 Comet 4B/C	425	323	—	740	—	32 448	43 203	14	2.6
DHC 6 Twin-Otter	29	137	—	131	—	988	241	2	2.5
Fokker Friendship 100/600	515	1 248	—	1 425	—	19 988	9 307	8	6.1
Hawker Siddeley 121 Trident 1C	359	626	—	746	—	37 423	21 079	11	3.6
Hawker Siddeley 121 Trident 1E	287	436	—	595	—	31 847	20 198	4	5.4
Hawker Siddeley 121 Trident 2E	1 456	1 363	—	2 544	—	86 801	90 475	16	6.0
Hawker Siddeley 121 Trident 3B	1 654	2 366	—	3 332	—	199 497	135 289	25	3.2
HP Herald 100/200	532	1 508	557	1 362	629	30 820	6 701	21	4.2
HS 748	481	1 554	26	1 708	45	34 757	12 804	18	3.8
Lockheed L1011 Tristar	862	569	—	1 368	—	81 944	114 844	9	6.6
MBB BO 105	X 175	4 478	—	874	—	13 407	523	3	13.2
McDonnell-Douglas DC10-10	585	119	—	776	—	27 419	128 632	4	12.6
McDonnell-Douglas DC8-54F/55F	557	—	189	—	796	—	—	4	9.9
McDonnell-Douglas DC9-10 to 40	157	352	—	352	—	14 599	6 266	2	7.2
McDonnell-Douglas DC10-30	493	159	—	640	—	9 612	60 585	4	12.0
Piper PA23 Aztec (and Apache)	X 3	16	—	15	—	22	5	2	0.5
Piper PA31 Navajo (all Series)	127	559	—	578	—	1 950	472	7	1.8
Sikorsky 58T	X 68	822	—	564	—	3 682	196	10	2.1
Sikorsky S61N	X 627	3 303	—	3 424	—	36 997	6 946	36	3.6
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 848	871	—	3 981	—	42 356	221 996	15	9.2
Vickers Viscount 700	72	251	—	251	—	7 979	2 024	4	2.7
Vickers Viscount 700D/800/810	980	3 548	31	3 264	4	104 370	33 590	28	4.0
Westland Wessex	X 39	742	—	278	—	3 385	178	4	2.7
Westland S55 Whirlwind	X —	—	—	—	—	—	—	2	0.4
<b>TOTAL</b>	<b>35 369</b>	<b>43 183</b>	<b>2 610</b>	<b>60 057</b>	<b>7 437</b>	<b>1 755 526</b>	<b>3 070 305</b>	<b>490</b>	<b>5.3</b>

# Aircraft Type and Utilisation—Individual Airlines Table 30.2

## February 1978

	Aircraft—km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
<b>British Airways</b>									
HS 748	70	267	—	269	—	6 481	2 009	2	5.3
Vickers Viscount 700D/800/810	634	2 499	31	2 249	4	80 203	22 903	18	4.3
BAC 111—300/400	410	854	—	951	—	38 392	18 448	7	5.0
BAC 111—500	1 369	2 893	—	3 000	—	173 404	77 627	18	5.7
McDonnell-Douglas DC10—30	—	—	—	—	—	—	—	2	13.2
Hawker Siddeley 121 Trident 2E	1 456	1 363	—	2 544	—	86 801	90 475	16	6.0
Aviation Traders Merchantman	372	—	447	—	689	—	—	5	5.1
Hawker Siddeley 121 Trident 1C	359	626	—	746	—	37 423	21 079	11	3.6
Hawker Siddeley 121 Trident 3B	1 654	2 366	—	3 332	—	199 497	135 289	25	3.2
Hawker Siddeley 121 Trident 1E	287	436	—	595	—	31 847	20 198	4	5.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 848	871	—	3 981	—	42 356	221 996	15	9.2
Lockheed L1011 Tristar	862	569	—	1 368	—	81 944	114 844	9	6.6
Boeing 707—320C/336	2 134	452	259	1 845	1 332	23 730	120 683	11	10.7
Boeing 747—100	4 415	1 108	—	5 912	—	109 739	891 739	19	11.8
Boeing 747—200	727	158	—	922	—	20 317	151 575	3	12.4
BAC/Aerospatiale Concorde	524	96	—	379	—	4 668	25 920	5	2.1
TOTAL	18 121	14 558	737	28 093	2 025	936 802	1 914 785	171	6.4
<b>British Airtours</b>									
Boeing 707—420	1 074	451	—	1 566	—	45 488	109 369	9	6.7
<b>British Airways Helicopters</b>									
Sikorsky S61N	343	1 953	—	1 700	—	22 519	3 900	20	3.3
Sikorsky 58T	25	271	—	134	—	1 454	132	2	1.4
Bell 212 Twin	6	210	—	33	—	1 229	36	1	1.5
TOTAL	374	2 434	—	1 867	—	25 202	4 068	23	3.0
<b>British Caledonian Airways</b>									
BAC 111—200	471	1 110	2	1 132	2	34 778	15 699	7	5.6
BAC 111—500	723	975	32	1 407	38	48 540	42 182	9	6.1
Boeing 707—320C/336	1 682	256	155	1 500	704	14 285	87 137	9	10.8
McDonnell-Douglas DC10—30	493	159	—	640	—	9 612	60 585	2	11.0
TOTAL	3 368	2 500	189	4 679	744	107 215	205 603	27	7.9
<b>Air Anglia</b>									
Fokker Friendship 100/600	515	1 248	—	1 425	—	19 988	9 307	8	6.1
Piper PA31 Navajo (all Series)	110	478	—	507	—	1 701	421	7	1.8
TOTAL	625	1 726	—	1 932	—	21 689	9 728	15	4.2
<b>Air Faisal</b>									
Bristol Britannia 300	56	—	25	—	122	—	—	2	2.7
<b>Air Freight</b>									
DC3 Dakota/Pionair	70	94	158	183	192	1 845	615	5	2.4
<b>Air Wales</b>									
Piper PA31 Navajo (all Series)	17	81	—	71	—	249	51	..	..

**Table 30.2 cont.**

	Aircraft—km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
<b>Air-Bridge Carriers</b>									
HP Herald 100/200	16	—	94	—	52	—	—	—	—
AW650 Argosy	34	—	101	—	125	—	—	3	2.8
Aviation Traders Merchantman	11	—	7	—	23	—	—	1	5.7
TOTAL	61	—	202	—	200	—	—	4	3.5
<b>Alidair</b>									
Vickers Viscount 700	72	251	—	251	—	7 979	2 024	4	2.4
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	47	963	—	277	—	9 260	444	6	2.8
Britten-Norman Islander	6	115	—	36	—	546	28	2	0.6
TOTAL	54	1 078	—	313	—	9 806	472	8	2.1
<b>Bristow Helicopters</b>									
Bell 206 Jet Ranger	—	—	—	—	—	—	—	2	0.1
Sikorsky S61N	284	1 350	—	1 724	—	14 478	3 046	16	4.1
Westland Wessex	39	742	—	278	—	3 385	178	4	2.7
Sikorsky 58T	39	359	—	261	—	954	37	6	2.2
Aerospatiale SA330J Puma	80	383	—	391	—	4 396	351	3	2.9
Westland S55 Whirlwind	—	—	—	—	—	—	—	2	0.4
TOTAL	442	2 834	—	2 654	—	23 213	3 612	33	3.0
<b>Britannia Airways</b>									
Boeing 737-200	2 076	1 225	6	3 272	14	141 181	242 185	16	8.0
<b>British Air Ferries</b>									
HP Herald 100/200	179	630	54	615	72	9 716	2 337	9	2.8
Aviation Traders Carvair	26	5	45	4	103	67	28	2	3.1
TOTAL	205	635	99	619	175	9 783	2 365	11	2.8
<b>British Executive Air Services</b>									
Bell 212 Twin	71	2 028	—	443	—	8 544	299	7	2.9
<b>British Island Airways</b>									
HP Herald 100/200	337	878	409	747	505	21 104	4 364	12	5.4
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	300	1 019	—	975	—	23 032	8 349	8	3.7
McDonnell-Douglas DC9-10 to 40	157	352	—	352	—	14 599	6 266	2	7.2
Boeing 707-320C/336	910	706	—	1 533	—	61 172	45 586	6	4.7
TOTAL	1 367	2 077	—	2 860	—	98 803	60 200	16	4.6
<b>Brymon Airways</b>									
Britten-Norman Islander	10	54	—	54	—	160	30	1	2.5
DHC 6 Twin-Otter	14	85	—	65	—	508	103	1	3.4
TOTAL	24	139	—	119	—	668	133	2	2.9

**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 December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
<b>Dan-Air Services</b>									
HS 748	411	1 287	26	1 439	45	28 276	10 795	16	3.6
BAC 111-200	116	187	1	256	1	10 098	6 725	2	4.3
BAC 111-300/400	375	319	—	683	—	20 904	26 156	5	5.5
BAC 111-500	608	523	1	1 108	1	51 946	62 101	6	7.3
DH 106 Comet 4B/C	425	323	—	740	—	32 448	43 203	14	2.6
Boeing 727-100	662	301	—	966	—	32 624	81 285	8	7.8
Boeing 707-320C/336	451	30	102	110	461	2 670	12 900	5	5.6
<b>TOTAL</b>	<b>3 048</b>	<b>2 970</b>	<b>130</b>	<b>5 302</b>	<b>508</b>	<b>178 966</b>	<b>243 166</b>	<b>56</b>	<b>4.5</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	11	—	14	—	35	—	—	—	—
<b>Haywards Aviation</b>									
Britten-Norman Islander	4	19	—	17	—	24	5	1	0.6
Piper PA23 Aztec (and Apache)	3	16	—	15	—	22	5	2	0.5
<b>TOTAL</b>	<b>8</b>	<b>35</b>	<b>—</b>	<b>32</b>	<b>—</b>	<b>46</b>	<b>10</b>	<b>3</b>	<b>0.5</b>
<b>I.A.S. Cargo Airlines</b>									
Bristol Britannia 300	76	—	30	—	165	—	—	1	7.7
McDonnell-Douglas DC8-54F/55F	397	—	133	—	560	—	—	2	16.2
<b>TOTAL</b>	<b>474</b>	<b>—</b>	<b>163</b>	<b>—</b>	<b>725</b>	<b>—</b>	<b>—</b>	<b>3</b>	<b>13.0</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	37	87	130	43	142	1 232	89	6	2.3
Vickers Viscount 700D/800/810	47	30	—	40	—	1 135	2 339	2	1.6
<b>TOTAL</b>	<b>83</b>	<b>117</b>	<b>130</b>	<b>83</b>	<b>142</b>	<b>2 367</b>	<b>2 428</b>	<b>8</b>	<b>2.2</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	35	—	29	—	78	—	—	1	3.3
<b>Laker Airways</b>									
BAC 111-300/400	457	268	—	927	—	18 542	32 815	5	7.1
McDonnell-Douglas DC10-10	585	119	—	776	—	27 419	128 632	4	12.6
Boeing 707-120/120B	248	74	—	330	—	8 819	38 435	2	8.5
Boeing 707-320C/336	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>1 290</b>	<b>461</b>	<b>—</b>	<b>2 033</b>	<b>—</b>	<b>54 780</b>	<b>199 882</b>	<b>12</b>	<b>9.1</b>
<b>Loganair</b>									
Britten-Norman Trislander	103	526	—	515	—	4 504	912	8	2.7
Britten-Norman Islander	74	987	—	355	—	3 524	244	7	1.9
DHC 6 Twin-Otter	15	52	—	66	—	480	138	1	1.6
<b>TOTAL</b>	<b>192</b>	<b>1 565</b>	<b>—</b>	<b>936</b>	<b>—</b>	<b>8 508</b>	<b>1 294</b>	<b>16</b>	<b>2.3</b>
<b>Management Aviation</b>									
Sikorsky 58T	4	192	—	169	—	1 274	27	2	2.8
MBB B0 105	44	976	—	221	—	2 901	131	3	3.2
<b>TOTAL</b>	<b>48</b>	<b>1 168</b>	<b>—</b>	<b>390</b>	<b>—</b>	<b>4 175</b>	<b>158</b>	<b>5</b>	<b>3.0</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 December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
<b>Monarch Airlines</b>									
BAC 111-500	242	210	—	436	—	19 124	23 523	3	6·8
Boeing 720/720B	347	166	—	523	—	17 483	39 578	3	7·9
<b>TOTAL</b>	<b>589</b>	<b>376</b>	<b>—</b>	<b>959</b>	<b>—</b>	<b>36 607</b>	<b>63 102</b>	<b>6</b>	<b>7·4</b>
<b>North Scottish Helicopters</b>									
MBB B0 105	131	3 502	—	653	—	10 506	392	—	—
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	67	—	23	—	139	—	—	1	7·1
<b>Tradwinds Airways</b>									
Canadair CL 44	370	—	114	—	743	—	—	4	6·9
Boeing 707-320C/336	5	—	1	—	7	—	—	1	—
<b>TOTAL</b>	<b>375</b>	<b>—</b>	<b>115</b>	<b>—</b>	<b>750</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>6·9</b>
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	444	—	125	—	847	—	—	7	5·2
McDonnell-Douglas DC8-54F/55F	160	—	56	—	236	—	—	2	5·9
<b>TOTAL</b>	<b>604</b>	<b>—</b>	<b>181</b>	<b>—</b>	<b>1 083</b>	<b>—</b>	<b>—</b>	<b>9</b>	<b>5·3</b>
<b>GRAND TOTAL</b>	<b>35 369</b>	<b>43 183</b>	<b>2 610</b>	<b>60 057</b>	<b>7 437</b>	<b>1 755 526</b>	<b>3 070 305</b>	<b>490</b>	<b>5·3</b>



# Operations Subject to Variable Charge by Type of Licence February 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	523 773	287 392	88 321	199 071	54.8
Class 2	11 310	6 785	—	6 785	59.9
Class 3	54 687	47 368	—	47 368	86.6
Class 4	10 452	8 609	—	8 609	82.3
Class 5A	19 666	13 526	10 916	2 610	68.8
Class 6	44 714	29 657	29 633	25	66.3
Class 7	1 388	748	52	696	53.9
TOTAL	665 990	394 085	128 922	265 164	59.2
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	31 075	20 568	12 171	8 396	66.1
Exempt Services	27 490	16 439	10 237	6 202	59.8
Class 5B	32 242	12 521	2 689	9 832	38.8
Small Aircraft Operations	450	225	6	219	50.0
TOTAL	91 257	49 753	25 103	24 649	54.5
GRAND TOTAL	757 247	443 838	154 025	289 813	58.6

# Output by Type of Licence and Aircraft Ownership February 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	524 055	236	15 029	539 320
Class 2	11 310	—	—	11 310
Class 3	54 687	19	—	54 706
Class 4	10 452	—	—	10 452
Class 6	44 714	—	12 377	57 091
Class 7	1 557	—	—	1 557
Exempt Services	27 490	17 653	3 669	48 812
TOTAL	674 265	17 908	31 075	723 248
Class 5A	19 666	—	—	19 666
Class 5B	32 242	—	—	32 242
TOTAL	51 908	—	—	51 908
GRAND TOTAL	726 173	17 908	31 075	775 156

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# 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.