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**Civil Aviation Authority**



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

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# Foreword

## 1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 20 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight &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—August 1978

## Activity at UK Airports

Air transport movements during the month of August 1978 reached a level of 83 000 (9.2 per cent growth against August 1977); the proportion of all-freight movements was 4.5 per cent of the total. London area movements accounted for 41 000 movements (16.1 per cent growth as compared with the previous year). Heathrow reported 3 402 additional movements (15.5 per cent growth), Gatwick 2 204 additional movements (25.4 per cent growth), Stansted 50 additional movements (13.3 per cent growth) and Southend 40 additional movements (2.6 per cent growth). Luton reported a fall in traffic (56 fewer movements; 2.3 per cent decline). Outside the London area, 3.3 per cent growth was reported (42 000 movements). Glasgow reported the greatest increase in actual movements (923 additional movements; 26.7 per cent growth), followed by Birmingham with 570 additional movements (25.1 per cent growth) and Tees-side with 525 additional movements (63.1 per cent growth) respectively. Prestwick reported the heaviest fall in traffic (218 fewer movements; 21.2 per cent decline). Scheduled movements rose by 14.3 per cent and charter movements fell by 3.1 per cent. The UK operators' share of scheduled movements rose 1.4 percentage points to stand at 76.1 per cent of the total and their share of charter movements rose marginally to 82.6 per cent of the total.

The number of terminal passengers reported by UK airports in August 1978 was 5.9 million, which represented a growth of 16.2 per cent as compared with the same month in the previous year. London area passengers accounted for 4.1 million (18.3 per cent growth). Heathrow reported 435 965 additional passengers (18.8 per cent growth), Gatwick 177 360 additional passengers (21.5 per cent growth), Luton 14 749 additional passengers (5.7 per cent growth) and Stansted 6 916 additional passengers (24.9 per cent growth). Southend reported a fall in the number of passengers handled (1 628 fewer passengers; 5.0 per cent decline). Outside the London area, 1.8 million passengers used UK airports (11.8 per cent growth as compared with August 1977). Manchester and Glasgow reported the greatest increases in passengers handled (66 685 additional passengers; 20.0 per cent growth and 50 889 additional passengers; 29.0 per cent growth respectively), followed by Birmingham with 25 771 additional passengers (20.1 per cent growth). Southampton and Prestwick reported the heaviest falls in passengers handled (7 939 fewer passengers; 17.2 per

cent decline and 5 345 fewer passengers; 8.2 per cent decline respectively), followed by Bristol with 1 851 fewer passengers (5.2 per cent decline). Passengers travelling on scheduled services rose 21.3 per cent and those travelling on charter services rose 5.4 per cent. The UK operators' share of scheduled traffic rose 1.9 percentage points to stand at 62.1 per cent of the total, while their share of charter traffic fell 2.1 percentage points to 74.7 per cent.

4.5 million passengers travelled on international services in August 1978 (15.1 per cent growth as compared with August 1977). Scheduled services carried 20.8 per cent more passengers and charter services 6.0 per cent more. The most heavily used scheduled routes were those to USA with 18.3 per cent of the total (70.1 per cent growth), followed by those to the Irish Republic and France with 9.1 per cent of the total (21.9 per cent growth) and 8.7 per cent of the total (2.2 per cent growth) respectively. Services to Spain carried 37.2 per cent of all charter passengers (18.6 per cent growth), services to Italy 11.5 per cent of the total (5.8 per cent growth) and those to Greece 8.5 per cent of the total (35.9 per cent growth).

During August 1978, air freight handled at UK airports amounted to 58 000 tonnes (10.9 per cent growth as compared with August 1977); 30 000 tonnes of this travelled on all freight flights. In the London area, total tonnage increased by 12.7 per cent, amounting to 47 000 tonnes. Heathrow reported 14.1 per cent growth (4 426 additional tonnes), Gatwick 14.4 per cent growth (1 083 additional tonnes), Southend 83.9 per cent growth (287 additional tonnes) and Luton 9.0 per cent growth (31 additional tonnes). Stansted again reported a fall in tonnage handled (461 fewer tonnes; 19.0 per cent decline). Over the rest of the UK, tonnage rose by 3.4 per cent. Blackpool reported the greatest increase in tonnage handled (208 additional tonnes; more than one fold growth), followed by Bournemouth with 151 additional tonnes (19.3 per cent growth) and Belfast with 145 additional tonnes (15.2 per cent growth). Manchester reported the heaviest fall in tonnage handled (230 fewer tonnes; 9.3 per cent decline). Freight carried on scheduled services rose by 15.1 per cent and that carried on charter services fell by 4.3 per cent. The UK operators' share of scheduled tonnage rose 3.3 percentage points to stand at 46.0 per cent of the total and their share of charter services fell 2.3 percentage points to 85.9 per cent.



### **Output of UK Airlines**

The output of UK airlines for all services in August 1978 was 1 175 million available tonne-kilometres, an increase of 18·7 per cent on August 1977.

The scheduled service output of 771 million available tonne-kilometres was 32·9 per cent higher than a year earlier. The overall load factor was 64·5 per cent, compared with 59·3 the previous year. Seat kilometres used were 71·2 per cent of those available. Seat factors on domestic and international scheduled services were 65·4 and 71·6 per cent respectively compared with 65·8 and 66·1 per cent a year earlier. The non-scheduled output of 405 million available tonne-kilometres was

1·2 per cent lower than in August 1977. Advance Booking Charters and Inclusive Tour Charters accounted for 55·9 and 144·6 million available tonne-kilometres respectively compared with 98·4 and 137·6 million a year earlier.

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

# Size Structure of UK Airports and Airlines Year ended 30 June 1978

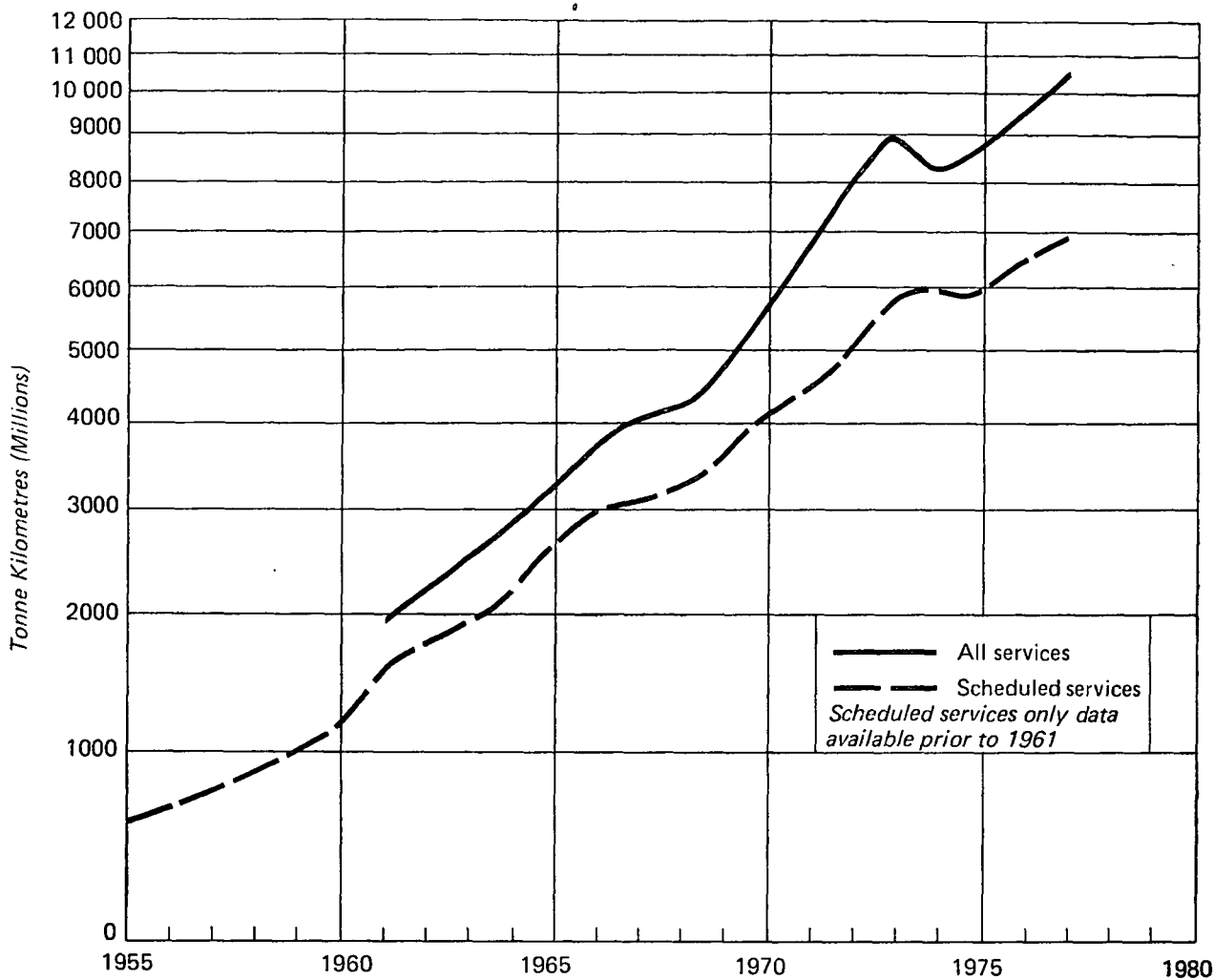
**Table 1**

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

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

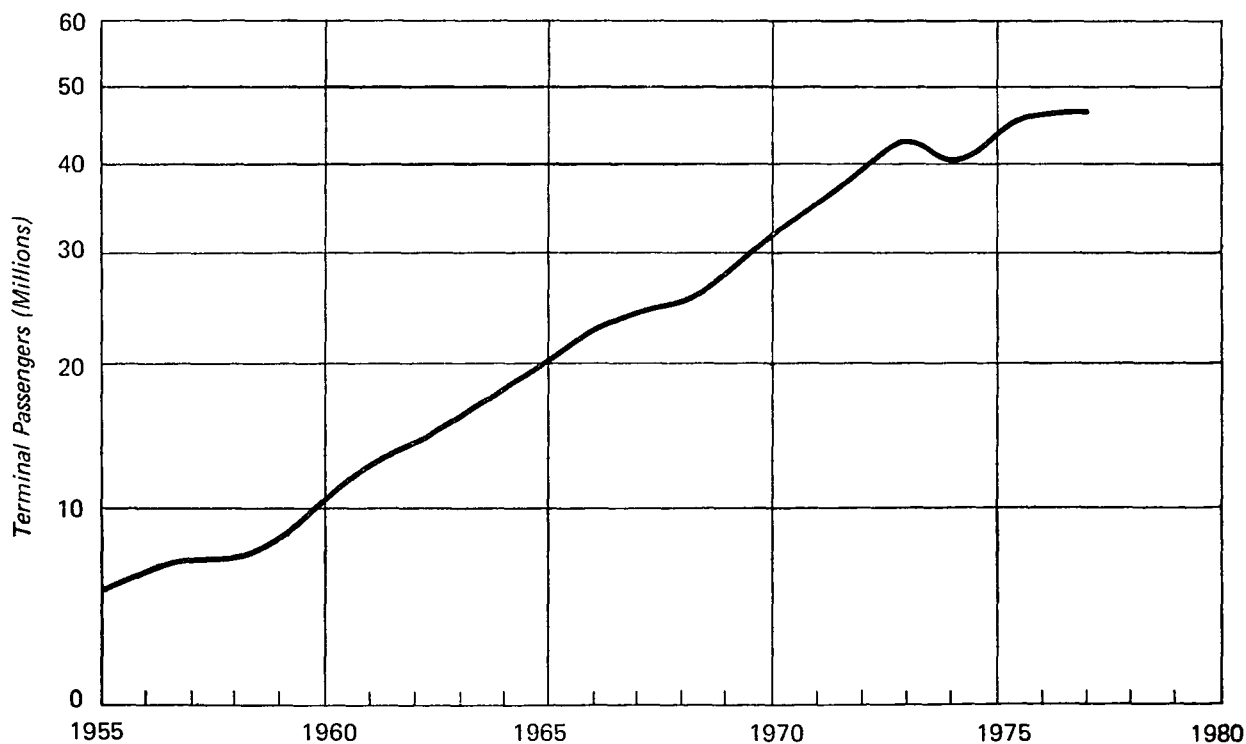
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1978

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
<b>Year ended</b>						
August 1977	1 886	756	46 003	10 104	6 623	3 481
August 1978	1 954	804	49 533	11 656	7 833	3 823
<b>Latest year's growth (percentages)</b>						
	3.6	6.3	7.7	15.4	18.3	9.8
<b>Mean rates of growth (percentages) to 1977</b>						
20 years	6.4	4.1	10.4	..	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	216.3	13 473.7	123.9	6 508.4	46.8	2 666.8	38.3	3 599.6	7.3	699.0
1977 January	52.6	2 955.5	29.8	1 510.4	10.4	487.0	11.3	885.7	1.1	72.4
February	49.4	2 644.9	28.1	1 400.7	10.0	447.3	10.3	728.9	1.0	68.1
March	57.7	3 371.2	32.9	1 794.0	12.1	555.8	11.5	925.8	1.2	95.6
April	56.8	3 340.9	28.6	1 256.1	13.9	752.6	12.5	1 175.9	1.8	156.4
May	68.6	3 998.4	39.3	1 948.0	14.2	732.4	13.0	1 108.3	2.2	209.7
June	73.2	4 561.3	40.7	2 104.4	16.4	963.6	13.4	1 203.1	2.7	290.3
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
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
March	65.8	3 782.2	36.8	1 931.4	15.9	733.2	11.4	984.1	1.8	133.4
April	64.5	3 878.9	37.8	1 982.0	13.5	692.2	11.5	1 072.0	1.7	132.7
May	73.6	4 478.3	42.2	2 174.3	15.9	892.1	13.1	1 188.1	2.4	223.9
June	78.2	5 116.5	43.9	2 352.1	17.5	1 082.5	13.6	1 339.5	3.2	342.5
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
August	82.6	5 858.7	46.6	2 589.9	17.6	1 262.3	14.7	1 579.8	3.7	426.8

# Movements at UK Airports by Purpose

**Table 4**

	9	Total	Total	Commercial	Other	Total	Non-commercial	Other	
		(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	Test and training (000)	(000)
1968		1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969		1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970		1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971		1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972		1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973		1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974		1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975		1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976		1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977		1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1976	1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
	2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
	3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
	4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977	1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
	2nd quarter	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
	3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
	4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978	1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
	2nd quarter	551.1	237.9	216.3	21.7	313.1	235.2	46.4	31.5
1977	January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
	February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
	March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
	April	159.6	64.5	56.8	7.6	95.2	72.3	13.8	9.1
	May	190.6	77.1	68.6	8.4	113.5	83.7	17.0	12.9
	June	175.3	81.5	73.2	8.3	93.8	72.8	11.8	9.2
	July	201.3	88.4	80.0	8.4	112.9	87.5	15.8	9.6
	August	184.1	84.8	75.6	9.2	99.3	78.6	13.4	7.4
1978	January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
	February	124.5	59.8	54.0	5.8	64.7	41.8	13.2	9.7
	March	160.4	73.0	65.8	7.2	87.4	64.8	13.5	9.1
	April	172.0	70.8	64.5	6.3	101.3	72.0	17.4	11.9
	May	192.3	81.2	73.6	7.6	111.2	83.2	17.1	10.9
	June	186.7	86.0	78.2	7.8	100.7	80.0	11.9	8.8
	July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
	August	203.9	90.5	82.6	7.9	113.4	87.8	17.8	7.8

# Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	8.2	25.8	2.1	8.2	8.6	27.5
1977 January	27.2	0.9	1.2	2.1	8.3	3.6	5.6	0.5	1.3	2.0	4.8
February	25.2	0.9	1.3	2.1	7.5	3.5	5.3	0.5	1.4	1.9	4.6
March	28.7	1.0	1.6	2.4	9.3	4.0	6.3	0.6	1.7	2.1	5.8
April	27.9	1.8	1.8	2.1	8.1	4.0	5.8	0.5	2.6	2.1	8.5
May	33.9	1.4	2.0	3.0	9.8	4.6	7.7	0.6	2.8	2.8	9.4
June	35.5	1.6	2.1	3.2	10.7	4.8	8.3	0.7	2.9	3.4	9.5
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
1978 January	28.6	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6
March	31.3	1.2	1.9	3.5	10.3	5.9	6.8	0.6	2.0	2.4	7.1
April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	2.8	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	2.8	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	2.8	9.7	0.9	3.4	3.6	11.5

# Terminal Passengers by Airports

**Table 6**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545·0	334·1	203·5	685·3	2 463·0	226·1	2 612·3	132·9	283·2	1 359·7	1 462·2
1969	19 188·2	540·3	206·0	722·6	2 632·4	273·2	2 692·0	116·8	306·3	1 386·2	1 519·6
1970	21 977·1	495·0	231·3	752·5	2 810·4	292·3	3 035·5	172·0	342·0	1 498·2	1 560·2
1971	24 452·9	432·4	340·4	811·9	2 887·3	311·4	3 565·6	213·7	412·0	1 505·8	1 650·9
1972	27 330·6	483·1	414·5	930·6	3 278·6	364·4	3 955·6	240·6	504·4	1 623·0	1 808·6
1973	29 799·8	459·2	587·8	1 088·6	3 666·1	406·6	4 413·3	285·9	639·5	1 777·8	1 997·1
1974	27 677·6	396·4	541·9	1 051·7	3 515·8	485·3	3 973·8	235·1	549·2	1 655·6	1 961·5
1975	28 951·5	414·2	669·9	1 053·1	3 677·2	506·5	4 224·4	212·3	558·1	1 578·5	2 012·8
1976	31 255·1	354·7	628·8	1 133·8	4 187·0	588·2	4 332·1	196·8	562·8	1 426·4	1 950·1
1977	32 472·6	380·5	662·1	1 146·8	4 105·3	740·1	4 233·8	214·2	606·7	1 365·3	1 957·4
1976 1st quarter	5 743·3	58·2	104·9	204·8	792·1	120·2	720·0	43·1	64·8	265·5	247·7
2nd quarter	8 113·6	100·7	179·6	304·7	1 088·1	149·9	1 182·9	52·2	175·4	370·0	579·4
3rd quarter	10 321·7	125·9	212·2	381·7	1 371·9	171·5	1 549·6	63·6	229·4	522·9	765·2
4th quarter	7 076·5	69·9	132·2	242·7	935·0	146·5	879·6	37·8	93·2	268·0	357·8
1977 1st quarter	6 456·7	54·5	107·5	231·4	849·1	141·1	760·8	46·8	68·7	255·0	251·1
2nd quarter	8 429·7	113·3	185·6	299·7	1 023·7	170·9	1 110·7	50·7	187·9	328·6	573·7
3rd quarter	10 397·8	133·1	225·8	381·6	1 335·8	223·4	1 492·6	74·3	241·1	503·1	759·5
4th quarter	7 188·4	79·6	143·2	234·1	896·7	204·7	869·7	42·4	109·0	278·6	373·1
1978 1st quarter	6 880·3	56·5	117·5	256·5	914·2	232·1	804·3	41·8	84·5	280·9	257·8
2nd quarter	9 465·6	92·6	197·2	389·7	1 248·4	91·0	1 361·1	58·0	196·0	374·2	563·6
1977 January	2 170·1	13·4	28·0	70·4	273·9	45·2	237·4	15·0	16·1	86·0	66·6
February	1 896·9	17·4	33·9	72·2	245·5	42·7	226·3	15·1	18·6	76·2	72·3
March	2 389·7	23·7	45·5	88·8	329·7	53·2	297·1	16·8	34·1	92·7	122·1
April	2 444·0	49·4	57·0	69·0	242·6	46·2	272·9	16·5	61·8	81·6	158·1
May	2 820·6	29·7	58·4	108·1	367·8	59·3	377·2	13·9	60·4	103·2	194·8
June	3 165·1	34·1	70·2	122·6	413·4	65·5	460·6	20·3	65·7	143·8	220·8
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
1978 January	2 253·5	13·9	31·0	79·0	287·2	67·9	243·5	12·8	20·0	92·2	65·9
February	1 956·0	15·5	35·2	74·5	280·6	72·8	245·5	8·3	18·1	78·8	66·9
March	2 670·7	27·1	51·3	103·0	346·4	91·5	315·3	20·6	46·4	109·9	125·0
April	2 791·7	27·8	52·7	102·2	351·3	28·7	352·2	14·8	53·1	104·3	149·0
May	3 129·2	32·0	69·6	133·5	416·6	29·5	458·7	19·9	69·9	119·3	207·1
June	3 544·7	32·8	74·9	154·1	480·5	32·7	550·1	23·3	73·0	150·5	207·5
July	4 194·0	41·1	87·0	160·5	544·0	35·5	602·6	27·7	82·3	193·7	255·8
August	4 099·7	46·7	82·7	160·2	511·0	36·0	608·8	31·4	91·9	190·4	276·3



# Cargo Taken Up and Set Down by Airports

**Table 7**  
**Tonnes**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	361.8	35.3	3.4	4.8	29.6	1.5	57.0	0.3	2.0	28.8	13.5
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1976 1st quarter	126.4	1.2	1.9	0.4	8.9	0.7	12.3	—	1.8	3.5	5.0
2nd quarter	130.7	1.3	2.0	0.4	9.6	0.9	12.2	0.1	2.2	3.7	6.0
3rd quarter	133.1	1.4	2.7	0.4	9.0	0.8	11.7	0.2	1.7	4.4	5.1
4th quarter	141.0	1.4	2.4	0.4	9.7	0.9	12.6	0.2	1.5	3.6	4.2
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.4	10.8	0.1	2.7	4.2	5.0
1977 January	42.5	0.4	0.3	0.1	2.8	0.2	3.8	—	0.5	1.1	1.1
February	45.4	0.5	0.3	0.2	3.2	0.3	4.2	—	0.8	1.1	1.7
March	52.2	0.5	0.4	0.1	3.7	0.3	4.3	—	1.3	1.3	2.1
April	45.4	0.4	0.4	0.1	3.1	0.3	3.9	—	0.9	1.0	1.6
May	48.4	0.4	0.4	0.2	3.5	0.3	4.3	—	0.9	1.5	1.8
June	45.0	0.5	0.5	0.1	3.6	0.3	4.1	—	0.8	1.3	1.6
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
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3
March	53.9	0.6	0.5	0.1	3.6	0.3	3.8	—	1.2	1.6	2.0
April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.2	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.2	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.2	3.4	—	1.0	1.3	1.8

# Scheduled Services by UK Airlines

Table 8.1

## All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1968	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7	25 092.1	14 094.7	56.2
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1976 1st quarter	1 476.5	797.6	34.2	191.5	571.9	54.0	11 352.7	6 372.1	56.1
2nd quarter	1 718.7	942.7	34.6	199.8	708.3	54.8	13 508.2	7 869.0	58.3
3rd quarter	1 812.7	1 091.7	34.0	190.2	867.3	60.2	14 394.2	9 636.3	66.9
4th quarter	1 594.6	893.8	41.9	193.4	658.5	56.1	12 413.1	7 200.6	58.0
1977 1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
1978 1st quarter	1 746.0	987.5	39.7	229.0	719.0	56.6	13 649.1	7 786.3	57.1
2nd quarter	2 064.1	1 203.3	43.3	256.4	903.5	58.3	16 344.5	9 842.8	60.2
1977 January	463.5	262.6	10.3	50.4	201.9	56.7	3 589.5	2 222.1	61.9
February	468.5	256.4	12.0	64.8	179.6	54.7	3 568.5	1 956.4	54.8
March	557.0	326.2	13.8	79.0	233.4	58.6	4 246.1	2 546.5	60.0
April	488.1	255.4	11.7	55.5	188.2	52.3	3 773.3	2 065.5	54.7
May	548.4	300.5	12.4	66.0	222.0	54.8	4 308.5	2 423.5	56.3
June	675.5	387.7	14.3	82.3	291.1	57.4	5 277.4	3 196.7	60.6
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
1978 January	545.2	313.2	11.9	65.7	235.7	57.5	4 292.2	2 556.3	59.6
February	539.3	298.7	12.8	78.2	207.7	55.4	4 200.7	2 246.2	53.5
March	661.5	375.6	15.0	85.1	275.6	56.8	5 156.2	2 983.8	57.9
April	637.4	367.9	13.9	83.0	270.9	57.7	5 003.2	2 936.5	58.6
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
June	718.8	433.7	14.2	85.4	334.1	60.3	5 729.7	3 653.1	63.8
July	774.6	507.0	13.7	86.4	406.9	65.5	6 175.6	4 447.8	72.0
August	770.9	497.3	13.6	82.3	401.5	64.5	6 158.0	4 387.1	71.2

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1968		300.4	178.6	2.7	25.9	150.0	59.5	3 123.9	1 860.6	59.6
1969		292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1
1970		310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971		319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972		344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973		384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974		369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975		344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976		388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977		325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1976	1st quarter	82.5	42.9	0.6	3.5	38.8	52.0	803.5	459.7	57.2
	2nd quarter	102.4	55.8	0.6	3.7	51.6	54.5	1 013.8	612.8	60.4
	3rd quarter	113.3	66.3	0.6	3.5	62.0	58.5	1 130.7	738.1	65.3
	4th quarter	90.1	47.3	0.6	3.0	43.5	52.5	880.5	517.9	58.8
1977	1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
	2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
	3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
	4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978	1st quarter	78.5	42.6	0.7	2.6	39.2	54.3	815.3	464.4	57.0
	2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
1977	January	27.2	13.7	0.2	0.9	12.6	50.4	265.4	148.7	56.0
	February	24.9	13.0	0.2	1.0	11.8	52.1	243.5	140.2	57.6
	March	31.0	17.2	0.3	1.2	15.8	55.6	302.2	187.2	62.0
	April	17.6	10.6	0.2	0.6	9.8	60.3	184.0	116.8	63.5
	May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
	June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
	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
1978	January	25.4	13.3	0.2	0.8	12.2	52.2	264.1	144.0	54.5
	February	24.5	12.8	0.2	0.8	11.8	52.4	254.0	139.7	55.0
	March	28.6	16.5	0.3	1.0	15.2	57.7	297.2	180.7	60.8
	April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	60.0
	May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
	June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
	July	37.4	23.4	0.2	1.0	22.2	62.6	388.9	262.8	67.6
	August	36.3	22.2	0.2	1.0	20.9	61.1	379.4	248.3	65.4

# Scheduled Services by UK Airlines

**Table 8.3**

## International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1968	2 955.5	1 536.5	67.3	395.5	1 073.7	52.0	21 968.2	12 234.1	55.7
1969	3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
1970	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977	6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1976 1st quarter	1 394.0	754.6	33.5	188.2	533.1	54.1	10 549.1	5 912.4	56.0
2nd quarter	1 616.2	886.9	33.9	196.1	656.8	54.9	12 494.4	7 256.3	58.1
3rd quarter	1 699.6	1 025.4	33.4	186.6	805.3	60.3	13 263.5	8 898.2	67.1
4th quarter	1 504.6	846.4	41.3	190.3	614.9	56.3	11 532.7	6 682.7	57.9
1977 1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	60.1
2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978 1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
2nd quarter	1 962.5	1 145.4	42.5	253.4	849.5	58.4	15 299.4	9 201.4	60.1
1977 January	436.3	248.9	10.0	49.6	189.3	57.1	3 324.0	2 073.4	62.4
February	443.5	243.3	11.8	63.9	167.7	54.9	3 325.1	1 816.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.7	11.5	54.9	178.4	52.0	3 589.3	1 948.7	54.3
May	515.4	281.7	12.2	64.9	204.6	54.6	3 960.7	2 217.2	56.0
June	641.8	367.3	14.0	81.3	272.0	57.2	4 919.7	2 969.8	60.4
July	539.0	328.5	11.6	61.3	255.7	60.9	4 202.3	2 827.9	67.3
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
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
March	632.8	359.1	14.7	84.1	260.3	56.7	4 859.0	2 803.0	57.7
April	607.4	351.0	13.7	82.1	255.2	57.8	4 691.6	2 749.8	58.6
May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
June	681.5	412.1	13.9	84.3	313.9	60.5	5 350.7	3 413.3	63.8
July	737.2	483.6	13.5	85.4	384.7	65.6	5 786.7	4 185.0	72.3
August	734.7	475.1	13.3	81.3	380.5	64.7	5 778.6	4 138.8	71.6

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1976 1st quarter	558.3	27.4	164.8	8.1	60.8	3.0	332.7	16.4
2nd quarter	803.6	31.9	333.0	13.2	166.8	6.6	304.0	12.1
3rd quarter	1 033.2	36.3	425.6	15.0	281.6	9.9	326.0	11.5
4th quarter	730.2	31.4	222.2	9.6	122.4	5.3	385.6	16.6
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978 1st quarter	783.5	31.0	192.8	7.6	104.5	4.1	486.3	19.2
2nd quarter	994.6	32.5	339.3	11.1	182.4	6.0	472.9	15.5
1977 January	217.0	31.9	60.1	8.8	33.8	5.0	123.2	18.1
February	200.7	30.0	54.4	8.1	19.7	2.9	126.6	18.9
March	255.7	31.5	66.8	8.2	29.1	3.6	159.8	19.7
April	280.7	36.5	92.4	12.0	47.3	6.1	141.1	18.4
May	296.0	35.1	98.5	11.7	64.6	7.7	132.9	15.7
June	354.0	34.3	121.8	11.8	103.8	10.1	128.5	12.5
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
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	235.8	30.4	54.7	7.1	21.8	2.8	159.4	20.6
March	288.2	30.4	79.7	8.4	41.1	4.3	167.4	17.6
April	310.5	32.8	88.9	9.4	45.3	4.8	176.3	18.6
May	323.2	31.3	112.7	11.0	59.0	5.7	151.5	14.7
June	360.9	33.4	137.7	12.8	78.1	7.2	145.1	13.4
July	392.9	33.7	142.0	12.2	88.0	7.5	162.8	13.9
August	404.5	34.4	144.6	12.3	89.8	7.6	170.1	14.5

# Non-scheduled Services by UK Airlines

**Table 9.2**

## Load Factors and Distances: Inclusive Tours

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1968		4 394.5	3 684.8	83.9	2 727.9	34 600	44 177	1 277	1 351
1969		6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1976	1st quarter	1 871.2	1 578.3	84.3	1 028.8	9 860	14 612	1 482	1 534
	2nd quarter	3 787.1	2 996.1	79.1	1 920.1	18 831	28 494	1 513	1 560
	3rd quarter	4 862.6	4 161.6	85.6	2 593.2	23 805	36 791	1 546	1 605
	4th quarter	2 528.7	1 995.8	78.9	1 240.3	12 446	19 241	1 546	1 609
1977	1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
	2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
	3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
	4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.4	11 775	17 327	1 472	1 549
	2nd quarter	3 904.9	3 341.8	85.6	2 047.6	18 590	29 284	1 575	1 632
1977	January	675.8	527.4	78.0	344.5	3 506	5 132	1 463	1 531
	February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 506
	March	753.0	650.7	86.4	415.7	3 869	5 732	1 482	1 566
	April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
	May	1 131.1	848.9	75.1	552.6	5 821	8 577	1 474	1 536
	June	1 396.3	1 135.4	81.3	721.7	7 075	10 632	1 503	1 573
	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
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566
	March	916.9	812.3	88.6	526.5	4 826	7 098	1 471	1 543
	April	1 023.1	871.2	85.2	537.4	4 968	7 733	1 557	1 621
	May	1 295.2	1 070.9	82.7	658.5	6 122	9 653	1 577	1 626
	June	1 586.6	1 399.7	88.2	851.7	7 500	11 898	1 586	1 643
	July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
	August	1 656.7	1 577.9	95.2	949.5	7 777	12 393	1 594	1 662

# Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1968	1 855.8	1 474.3	79.4	447.0	11 428	14 077	1 232	3 298
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1976 1st quarter	649.8	521.8	80.3	159.6	2 996	4 164	1 390	3 269
2nd quarter	1 693.9	1 275.1	75.3	380.9	5 382	9 037	1 679	3 348
3rd quarter	2 857.2	2 383.1	83.4	655.5	7 451	14 936	2 005	3 636
4th quarter	1 246.0	1 019.4	81.8	270.4	3 723	6 510	1 749	3 770
1977 1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 496
2nd quarter	2 226.4	1 791.8	80.5	458.3	4 577	11 392	2 489	3 910
3rd quarter	3 594.2	3 078.2	85.6	760.7	6 653	17 413	2 617	4 047
4th quarter	1 496.4	1 201.9	80.3	307.4	2 892	7 548	2 610	3 910
1978 1st quarter	1 069.1	850.2	79.5	236.9	2 380	5 737	2 411	3 589
2nd quarter	1 859.0	1 385.6	74.5	409.6	4 218	9 276	2 199	3 383
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 684	3 785
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
March	311.1	256.5	82.4	75.6	1 334	1 882	1 411	3 393
April	495.1	383.7	77.5	123.0	1 401	2 895	2 066	3 120
May	658.3	512.0	77.8	130.5	1 420	3 381	2 381	3 923
June	1 073.0	896.1	83.5	204.8	1 756	5 116	2 913	4 375
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
1978 January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
March	423.3	350.8	82.9	105.3	1 066	2 318	2 174	3 331
April	460.7	338.6	73.5	102.6	951	2 240	2 355	3 300
May	607.9	440.2	72.4	137.4	1 536	3 183	2 072	3 204
June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
July	885.9	734.8	82.9	216.3	1 950	4 391	2 252	3 397
August	910.6	796.8	87.5	246.5	2 109	4 664	2 211	3 232

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

**Table 10**

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

European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968	10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970	15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971	17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972	20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973	22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	5 974	275	1 181
1974	19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977	23 148	854	626	2 904	2 619	881	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1976 3rd quarter	7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
4th quarter	4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
1977 1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter	6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
August	2 589	64	59	265	241	148	259	204	167	45	56	49	44	626	47	116
1978 1st quarter	4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter	6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
August	2 933	66	61	268	276	192	291	225	182	55	55	57	56	727	47	130

Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968	196	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1976 3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
August	40	159	1 074	38	224	31	7	21	52	35	19	30	8	496	38	75
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
August	58	188	1 287	41	242	33	7	25	62	41	23	33	12	640	44	85

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 August 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	13 137	10 888	—	755	—	216	23	—	1 213	—	42
+ Heathrow	27 087	25 350	—	10	—	44	352	—	1 304	5	22
+ Luton	6 255	2,385	11	327	7	462	54	1 049	1 909	—	51
+ Southend	7 968	1 553	—	—	—	228	—	3 985	2 164	—	38
+ Stansted	2 779	426	—	129	—	1 090	3	58	999	68	6
Total (London Area)	57 226	40 602	11	1 221	7	2 040	432	5 092	7 589	73	159
Westland Heliport (Battersea)	811	218	138	216	—	—	—	—	151	—	88
Other UK Airports											
+ Aberdeen	8 695	5 176	—	1 014	—	1 352	14	1 035	62	—	42
+ Belfast	7 208	2 293	—	78	105	10	—	1 873	466	—	2 383
+ Benbecula	318	228	—	2	10	2	16	—	12	—	48
+ Birmingham	6 883	2 844	—	50	—	80	43	2 668	1 150	2	46
+ Blackpool	9 172	650	648	82	85	744	—	5 756	1 134	—	73
+ Bournemouth	6,875	702	324	53	—	914	—	2 842	2 007	8	25
+ Bristol	2 945	718	—	44	—	16	—	1 462	681	2	22
+ Cambridge	4 679	82	—	23	20	1 374	2	2 440	524	—	214
+ Cardiff	4,264	889	—	87	—	139	—	2 868	270	2	9
+ Coventry	6 067	64	365	14	—	252	4	4 523	789	10	46
+ East Midlands	5 451	1 241	—	155	10	575	40	2 053	1 337	6	34
+ Edinburgh	6 036	2 070	—	30	—	180	91	1 691	732	2	1 240
+ Exeter	4 175	612	—	7	163	131	—	2 030	929	—	303
+ Glasgow	7 574	4 376	—	116	—	116	142	1 173	1 078	4	569
+ Gloucester/Cheltenham	4 920	132	—	—	194	1 516	—	2 344	688	—	46
+ Hawarden	1 423	74	—	—	—	46	—	1 086	184	—	33
+ Humberside	2 312	529	2	131	80	84	12	1 212	262	—	—
+ Inverness	2 139	595	—	8	347	298	—	809	78	2	2
+ Islay	210	128	—	1	34	—	—	—	47	—	—
+ Isle of Man	3 317	1 269	4	132	181	871	—	705	125	14	16
+ Isles of Scilly	748	666	—	8	2	—	—	—	60	—	12
+ Kirkwall	1 506	1 092	—	137	49	4	19	84	102	5	14
+ Leeds/Bradford	5 264	1 125	8	37	66	115	38	2 827	1 030	2	16
+ Liverpool	6 025	964	—	126	27	138	19	3 600	1 059	2	90
+ Lydd	5 406	387	—	—	—	2	—	3 300	1 683	—	34
+ Manchester	7 424	5 083	28	275	20	159	189	1 064	588	10	8
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	4 062	1 708	160	47	13	182	13	1 320	591	—	28
+ Norwich	2 986	1 018	—	74	38	1 023	225	—	602	—	6
+ Penzance Heliport	580	558	—	—	20	—	—	—	2	—	—
+ Prestwick	3 333	809	—	30	—	908	16	788	325	—	457
+ Southampton	6 714	1 509	—	61	50	4 216	9	119	740	—	10
+ Stornoway	434	289	—	23	11	—	11	30	18	14	38
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	6 106	1 357	152	188	22	281	28	3 036	787	2	163
+ Tiree	79	68	—	—	—	—	—	—	7	—	4
+ Wick	591	444	—	17	1	—	2	100	9	—	18
Total (Incl. London Area)	203 868	825 69	1 840	4 487	1 555	17 768	1 365	59 930	27 898	160	6 296
Channel Islands Airports											
Alderney	1 329	1 329	—	—	—	—	—	—	—	—	—
Guernsey	4 070	4 070	—	—	—	—	—	—	—	—	—
Jersey	8 016	6 138	—	—	—	—	—	—	1 872	—	6
Total (Channel Islands Airports)	13 415	11 537	—	—	—	—	—	—	1 872	—	6

· x Not Supplied

# Air Transport Movements by Type and Nationality of Operator for August 1978

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	10 888	330	4 274	454	812	3 642	1 376
+ Heathrow	25 350	11 657	1 505	12 160	9	11	8
+ Luton	2 385		63	—	—	1 916	406
+ Southend	1 553	—	1 061	—	—	474	18
+ Stansted	426	30	9	2	—	80	305
TOTAL (London Area)	40 602	12 017	6 912	12 616	821	6 123	2 113
Westland Heliport (Battersea)	218	—	—	—	—	218	—
Other UK Airports							
+ Aberdeen	5 176	921	538	1	750	2 844	122
+ Belfast	2 293	1 481	542	74	—	115	81
Benbecula	228	54	174	—	—	—	—
+ Birmingham	2 844	865	1 083	236	9	543	108
+ Blackpool	650	—	470	—	—	180	—
+ Bournemouth	702	4	576	—	—	122	—
Bristol	718	257	178	60	—	125	98
+ Cambridge	82	—	35	—	—	33	14
+ Cardiff	889	256	459	1	—	92	81
+ Coventry	64	—	6	—	—	54	4
+ East Midlands	1 241	—	803	—	—	403	35
+ Edinburgh	2 070	922	872	82	1	140	53
+ Exeter	612	—	605	—	—	—	7
+ Glasgow	4 376	1 560	1 117	459	57	1 051	132
Gloucester/Cheltenham	132	—	100	—	—	32	—
Hawarden	74	—	74	—	—	—	—
Humberside	529	—	444	—	—	76	9
Inverness	595	307	196	—	—	73	19
Islay	128	—	108	—	—	20	—
+ Isle of Man	1 269	472	796	—	—	—	1
Isles of Scilly	666	558	108	—	—	—	—
+ Kirkwall	1 092	205	553	—	60	266	8
+ Leeds/Bradford	1 125	402	549	36	—	120	18
+ Liverpool	964	592	11	59	—	255	47
+ Lydd	387	—	383	—	—	4	—
+ Manchester	5 083	1 819	455	892	104	1 510	303
Manston	..	..	..	..	..	..	..
+ Newcastle	1 708	348	893	—	15	295	157
Norwich	1 018	—	788	—	—	199	31
Penzance Heliport	558	558	—	—	—	—	—
+ Prestwick	809	338	26	149	17	69	210
+ Southampton	1 509	121	1 267	—	—	98	23
Stornoway	289	106	147	—	—	36	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	1 357	2	715	—	—	601	39
Tiree	68	—	53	—	—	15	—
Wick	444	102	290	—	—	50	2
TOTAL (Incl. London Area)	82 569	24 267	22 326	14 665	1 834	15 762	3 715
Channel Islands Airports							
Alderney	1 329	—	1 253	—	—	76	—
Guernsey	4 070	253	3 082	288	—	444	4
Jersey	6 138	891	4 645	74	—	427	102
TOTAL (Channel Islands Airports)	11 537	1 144	8 980	461	—	946	106
xx Not Supplied							

# Air Transport Movements August 1978

Table 13

## Comparison with a Year Earlier

	International						Domestic			1978			1977			Percentage Change		
	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
<b>London Area Airports</b>																		
+ Gatwick	2 489		120	5 550		221	2 234		215	33		26	10 306		582	8 072		612
+ Heathrow	18 667		1 124	11		17	5 476		55	—		—	24 154		1 196	20 738		1 210
+ Luton	3		—	2 239		29	61		—	45		8	2 348		37	2 394		47
+ Southend	883		—	197		—	178		—	295		—	1 553		—	1 513		—
+ Stansted	17		—	305		80	24		—	—		—	346		80	275		101
TOTAL (London Area)	22 059		1 244	8 302		347	7 973		270	373		34	38 707		1 895	32 992		1 970
Westland Heliport (Battersea)	—		—	2		—	—		—	216		—	218		—	216		—
<b>Other UK Airports</b>																		
+ Aberdeen	225		—	1 922		31	1 234		1	1 735		28	5 116		60	4 930		86
+ Belfast	86		2	117		1	1 871		138	1		77	2 075		218	2 107		214
+ Benbecula	—		—	—		—	225		3	—		—	225		3	221		1
+ Birmingham	740		1	643		2	1 437		6	14		1	2 834		10	2 272		2
+ Blackpool	99		—	28		—	324		47	80		72	531		119	525		66
+ Bournemouth	11		—	34		1	354		215	71		16	470		232	490		162
+ Bristol	187		—	196		—	308		—	27		—	718		—	784		—
+ Cambridge	—		—	32		—	35		—	15		—	82		—	93		—
+ Cardiff	294		—	170		—	422		—	3		—	889		—	707		—
+ Coventry	—		—	43		—	6		—	15		—	64		—	11		—
+ East Midlands	271		77	301		31	444		11	82		24	1 098		143	1 090		93
+ Edinburgh	431		—	150		—	1 402		43	44		—	2 027		43	2 059		28
+ Exeter	172		—	7		—	433		—	—		—	612		—	370		—
+ Glasgow	598		119	525		1	2 328		91	713		1	4 164		212	3 262		191
+ Gloucester/Cheltenham	—		—	—		—	100		—	32		—	132		—	88		—
+ Hawarden	—		—	—		—	74		—	—		—	74		—	—		—
+ Humberside	44		—	35		5	400		—	43		2	522		7	291		—
+ Inverness	—		—	19		—	503		—	73		—	595		—	662		—
+ Islay	—		—	—		—	108		—	20		—	128		—	120		—
+ Isle of Man	80		—	1		—	1 159		29	—		—	1 240		29	1 224		36
+ Isles of Scilly	—		—	—		—	666		—	—		—	666		—	706		—
+ Kirkwall	—		—	18		2	754		4	312		2	1 084		8	956		1
+ Leeds/Bradford	258		—	70		—	729		—	67		—	1 124		1	979		2
+ Liverpool	127		—	98		21	534		1	126		57	885		79	748		105
+ Lydd	328		155	4		—	—		—	—		—	232		155	225		163
+ Manchester	1 420		269	1 833		5	1 474		3	54		25	4 781		302	4 522		319
+ Manston	..		..	..		..	..		..	..		..	..		..	123		..
+ Newcastle	389		—	346		—	852		—	21		—	1 708		—	1 393		1
+ Norwich	264		—	92		2	521		3	136		—	1 013		5	913		5
+ Penzance Heliport	—		—	—		—	558		—	—		—	558		—	538		—
+ Prestwick	172		96	207		8	217		28	80		1	676		133	898		129
+ Southampton	192		—	48		6	1 195		1	67		—	1 502		7	1 498		6
+ Stornoway	—		—	—		—	251		2	36		—	287		2	277		2
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	2 302		50
+ Swansea	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	58		1
+ Tees-side	46		—	293		—	671		—	346		1	1 356		1	832		—
+ Tiree	—		—	—		—	53		—	15		—	68		—	57		1
+ Wick	—		—	—		2	385		7	45		5	430		14	404		8
TOTAL (Incl. London Area)	28 393		1 963	15 536		465	30 000		903	4 962		346	78 891		3 678	71 943		3 642
<b>Channel Islands Airports</b>																		
Alderney													1 329		—	1 183		—
Guernsey													4 070		—	3 861		—
Jersey													6 138		—	5 502		—
TOTAL (Channel Is. Airports)													11 537		—	11 546		—

xx Not Supplied

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

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															Table 14
		Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	26	1Ma			1Lu				3Ma	1Ma		3Ma 1Lu 7He 2Bo 1Ma 1He	1Ma 1He		1Lu			1Lu	1St	1Ma							1Ma						
Heathrow	27	1Ma	1St			1Ma			2Ma		1Ma					1Ma						2St	13St		1St	1Ma		1Pr		1Lu			
Luton	4	1Bi													1Ne		1Ma				1GI												
Aberdeen	20	10Ed	1Ed	2GI	2Ed			1He	1Ed				1GI															1GI			1Ed		
Belfast	2		1GI												1GI																		
Cardiff	2	1Je																													1Em		
Edinburgh	5	1GI		1GI											1GI	1GI											1GI						
Inverness	4	1GI		2GI																										1Ed			
Kirkwall	4	1GI	1GI		1GI																	1GI											
Leeds	5	1Em 2Te							1No							1GI																	
Manchester	10									1Bi 7Li				1He					1Li														
Newcastle	3	1Te	2Te																														
Norwich	1																							1St									
Southampton	1																					1Bo											
Sumburgh	22	2GI 5Ki	1Wi	2GI 2Ki	1GI 1In			5Ki																				3Ki					
Tees-side	1							1Em																									
Wick	1																																
Other Internal	6		2GI	1Wi	1Ki			1Em															1Ex					1Ki					
Overseas	11				1He	2He	1Pr								1Pr	1Ed	1No	1Pr 1St				1Em 1Pr											
All Aerodromes	155	28	9	10	8	3	3	6	7	9	1	15	3	1	—	5	4	1	4	2	1	2	5	14	—	1	1	2	6	2	1	1	

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator August 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		Terminal	Transit	Terminal	Transit
				British Airways	Others	British Airways	Others	British Airways	Others						
London Area Airports															
+ Gatwick	1 012 122	1 001 591	10 531	13 257	—	205 210	331	38 249	—	149 177	—	395 386	2 499	200 312	7 701
+ Heathrow	2 809 101	2 759 766	49 335	1 292 379	73	30 107	—	1 436 468	49 076	351	—	—	—	461	186
+ Luton	271 437	271 423	14	—	—	3 983	5	—	—	—	—	223 030	—	44 410	9
+ Southend	31 008	31 008	—	—	—	30 367	—	—	—	—	—	611	—	30	—
+ Stansted	37 417	34 736	2 681	5	2 681	361	—	395	—	—	—	140	—	33 835	—
TOTAL (London Area)	4 161 085	4 098 524	62 561	1 305 641	2 754	270 028	336	1 475 112	49 076	149 528	—	619 167	2 499	279 048	7 896
Westland Heliport (Battersea)	1 138	1 138	—	—	—	—	—	—	—	—	—	1 138	—	—	—
Other UK Airports															
+ Aberdeen	112 125	111 203	922	42 461	605	15 269	—	—	94	8 649	—	42 550	210	2 274	13
+ Belfast	140 385	140 384	1	98 465	—	22 427	1	5 614	—	—	—	3 390	—	10 488	—
+ Benbecula	2 245	2 170	75	1 463	—	707	75	—	—	—	—	—	—	—	—
+ Birmingham	157 699	153 878	3 821	39 575	718	21 325	2 759	16 435	344	898	—	65 573	—	10 072	—
+ Blackpool	15 422	15 422	—	—	—	14 769	—	—	—	—	—	653	—	—	—
+ Bournemouth	14 144	13 618	526	207	—	10 648	411	—	—	—	—	2 763	115	—	—
+ Bristol	38 021	33 881	4 140	5 036	3 372	4 089	768	4 451	—	—	—	11 073	—	9 232	—
+ Cambridge	2 558	2 558	—	—	—	2 340	—	—	—	—	—	128	—	90	—
+ Cardiff	33 948	31 365	2 583	9 506	674	4 014	1 790	84	—	—	—	9 544	119	8 217	—
+ Coventry	388	388	—	—	—	93	—	—	—	—	—	283	—	12	—
+ East Midlands	64 598	64 535	63	—	—	30 635	63	—	—	—	—	30 718	—	3 182	—
+ Edinburgh	115 555	113 546	2 009	69 131	86	22 988	1 620	6 060	32	15	—	11 858	—	3 494	271
+ Exeter	11 692	10 606	1 086	—	—	9 987	1 086	—	—	—	—	—	—	619	—
+ Glasgow	228 646	226 200	2 446	95 673	234	30 227	3	21 761	1 943	5 489	—	56 504	266	16 546	—
+ Gloucester/Cheltenham	2 528	2 528	—	—	—	2 422	—	—	—	—	—	106	—	—	—
+ Hawarden	259	259	—	—	—	259	—	—	—	—	—	—	—	—	—
+ Humberside	4 647	4 644	3	—	—	4 362	—	—	—	—	—	227	3	55	—
+ Inverness	14 245	13 113	1 132	10 119	1 132	1 276	—	—	—	—	—	202	—	1 516	—
+ Islay	1 226	1 219	7	—	—	1 180	7	—	—	—	—	39	—	—	—
+ Isle of Man	51 365	49 989	1 376	23 435	357	26 486	1 019	—	—	—	—	—	—	68	—
+ Isles of Scilly	16 148	16 148	—	15 073	—	1 075	—	—	—	—	—	—	—	—	—
+ Kirkwall	13 003	11 278	1 725	4 936	1 150	2 910	—	—	—	1 225	173	2 180	386	27	16
+ Leeds/Bradford	41 863	39 418	2 445	19 669	—	10 497	2 425	2 894	—	—	—	6 280	16	78	4
+ Liverpool	40 571	38 873	1 698	26 825	1 674	28	—	4 189	—	—	—	5 522	19	2 309	5
+ Lydd	8 625	8 564	61	—	—	8 564	49	—	—	—	—	—	12	—	—
+ Manchester	406 460	399 956	6 504	122 144	750	11 110	1 370	36 728	1 526	14 928	—	172 473	1 155	42 573	1 703
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	91 755	85 891	5 864	25 224	—	22 074	5 595	—	—	1 744	—	21 163	269	15 686	—
+ Norwich	15 632	15 632	—	—	—	14 450	—	—	—	—	—	873	—	309	—
+ Penzance Heliport	15 073	15 073	—	15 073	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	89 274	60 074	29 200	27 030	8 004	960	—	6 422	5 528	314	169	7 526	3 276	17 822	12 223
+ Southampton	38 204	38 179	25	5 796	—	31 916	—	—	—	—	—	403	24	64	1
+ Stornoway	4 710	4 666	44	3 842	—	733	—	—	—	—	—	91	44	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	31 909	30 278	1 631	161	—	20 210	1 557	—	—	—	—	6 889	72	3 018	2
+ Tiree	550	543	7	—	—	504	2	—	—	—	—	39	5	—	—
+ Wick	4 234	2 987	1 247	1 351	1 247	1 498	—	—	—	—	—	138	—	—	—
TOTAL (Incl. London Area)	5 991 930	5 858 728	133 202	1 967 836	22 757	622 060	20 936	1 579 750	58 543	182 790	342	1 079 493	8 490	426 799	22 134
Channel Islands Airports															
+ Alderney	12 289	12 282	7	—	—	12 174	3	—	—	—	—	108	4	—	—
+ Guernsey	76 145	73 895	2 250	14 927	—	53 344	1 803	1 878	—	—	—	3 543	447	203	—
+ Jersey	191 289	190 128	1 161	58 268	—	122 783	1 154	4 856	—	—	—	1 671	7	2 550	—
TOTAL (Channel Is. Airports)	279 723	276 305	3 418	73 195	—	188 301	2 960	6 734	—	—	—	5 322	458	2 753	—

xx Not Supplied

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

# Terminal Air Passengers for August 1978

Table 16

## Comparison with a Year Earlier

	1978	1977	Percentage change
<b>London Area Airports</b>			
+ Gatwick	1 001 591	824 231	21.5
+ Heathrow	2 759 766	2 323 801	18.8
+ Luton	271 423	256 674	5.7
+ Southend	31 008	32 636	-5.0
+ Stansted	34 736	27 820	24.9
TOTAL (London Area)	4 098 524	3 465 162	18.3
Westland Heliport (Battersea)	1 138	530	—
<b>Other UK Airports</b>			
+ Aberdeen	111 203	93 782	18.6
+ Belfast	140 384	119 882	17.1
Benbecula	2 170	2 322	-6.5
+ Birmingham	153 878	128 107	20.1
+ Blackpool	15 422	15 082	2.3
+ Bournemouth	13 618	10 474	30.0
+ Bristol	33 881	35 732	-5.2
+ Cambridge	2 558	2 386	7.2
+ Cardiff	31 365	27 092	15.8
+ Coventry	388	90	—
+ East Midlands	64 535	57 405	12.4
+ Edinburgh	113 546	105 309	7.8
+ Exeter	10 606	9 362	13.3
+ Glasgow	226 200	175 311	29.0
Gloucester/Cheltenham	2 528	1 987	27.2
Hawarden	259	—	—
Humberside	4 644	3 756	23.6
Inverness	13 113	13 095	0.1
Islay	1 219	1 154	5.6
+ Isle of Man	49 989	49 802	0.4
Isles of Scilly	16 148	15 569	3.7
+ Kirkwall	11 278	10 766	4.8
+ Leeds/Bradford	39 418	31 219	26.3
+ Liverpool	38 873	31 550	23.2
+ Lydd	8 564	10 184	-15.9
+ Manchester	399 956	333 271	20.0
+ Manston	..	381	..
+ Newcastle	85 891	74 661	15.0
+ Norwich	15 632	16 666	-6.2
Penzance Heliport	15 073	14 516	3.8
+ Prestwick	60 074	65 419	-8.2
+ Southampton	38 179	46 118	-17.2
Stornoway	4 666	4 180	11.6
+ Sumburgh	xx	42 122	—
Swansea	xx	1 215	—
+ Tees-side	30 278	21 018	44.1
Tiree	543	468	16.0
Wick	2 987	2 764	8.1
TOTAL (Incl. London Area)	5 858 728	5 039 909	16.2
<b>Channel Islands Airports</b>			
Alderney	12 282	12 369	-0.7
Guernsey	73 895	73 158	1.0
Jersey	190 128	191 305	-0.6
TOTAL (Channel Islands Airports)	276 305	276 832	-0.2

xx Not supplied.

Note: The figures for total passengers include passengers carried on aircraft chartered by Government departments.

Table 17

# International and Domestic Passenger Traffic for August 1978

## 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	1 001 591	922 071	753 322	22	79 520	70 909	12
+ Heathrow	2 759 766	2 413 979	2 089 817	16	345 787	233 984	48
+ Luton	271 423	266 467	251 050	6	4 956	5 624	-12
+ Southend	31 008	20 916(a)	32 264(a)	-35	10 098	372	
+ Stansted	34 736	34 375	27 505	25	361	315	15
TOTAL (London Area)	4 098 524	3 657 802	3 153 958	16	440 722	311 204	42
Westland Heliport (Battersea)	1 138	19	13	46	1 119	517	
<b>Other UK Airports</b>							
+ Aberdeen	111 203	30 830	31 476	-2	80 373	62 306	29
+ Belfast	140 384	19 139	17 856	7	121 245	102 026	19
Benbecula	2 170	—	—	—	2 170	2 322	-7
+ Birmingham	153 878	111 068	91 800	21	42 810	36 307	18
+ Blackpool	15 422	2 128	1 142	86	13 294	13 940	-5
+ Bournemouth	13 618	2 280	1 316	73	11 338	9 158	24
+ Bristol	33 881	28 408	30 693	-7	5 473	5 039	9
+ Cambridge	2 558	163	213	-23	2 395	2 173	10
Cardiff	31 365	22 377	17 820	26	8 988	9 272	-3
+ Coventry	388	228	—	—	160	90	78
+ East Midlands	64 535	41 758	36 622	14	22 777	20 783	10
+ Edinburgh	113 546	27 582	27 290	1	85 964	78 019	10
+ Exeter	10 606	3 005	2 151	40	7 601	7 211	5
+ Glasgow	226 200	90 163	80 366	12	136 037	94 945	43
Gloucester/Cheltenham	2 528	—	—	—	2 528	1 987	27
Hawarden	259	—	—	—	259	—	—
Humberside	4 644	1 461	1 397	5	3 183	2 359	35
Inverness	13 113	1 516	1 589	-5	11 597	11 506	1
Islay	1 219	—	—	—	1 219	1 154	6
+ Isle of Man	49 989	2 598	2 737	-5	47 391	47 065	1
Isles of Scilly	16 148	—	—	—	16 148	15 569	4
+ Kirkwall	11 278	45	83	-46	11 233	10 683	5
+ Leeds/Bradford	39 418	16 213	12 734	27	23 205	18 485	26
+ Liverpool	38 873	15 645	13 687	14	23 228	17 863	30
+ Lydd	8 564	8 564	10 184	-16	—	—	—
+ Manchester	399 956	315 361	269 697	17	84 595	63 574	33
+ Manston	..	..	381	..	..	..	..
+ Newcastle	85 891	49 791	46 476	7	36 100	28 185	28
+ Norwich	15 632	6 933	8 158	-15	8 699	8 508	2
Penzance	15 073	—	—	—	15 073	14 516	4
+ Prestwick	60 074	56 477	58 945	-4	3 597	6 474	-44
+ Southampton	38 179	4 406	1 682	—	33 773	44 436	-24
Stornoway	4 666	—	—	—	4 666	4 180	12
+ Sumburgh	xx	xx	17 010	—	xx	25 112	—
Swansea	xx	xx	—	—	xx	1 215	—
+ Tees-side	30 278	8 797	4 714	87	21 481	16 304	32
Tiree	543	—	—	—	543	468	16
Wick	2 987	—	—	—	2 987	2 764	8
TOTAL (Incl. London Area)	5 858 728	4 524 757	3 942 190	15	1 333 971	1 097 719	22

(a) Includes Channel Islands Traffic.

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

xx Not Supplied

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

Table 18

## Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
<b>Austria</b>	33 542	16 308	17 234	26 847	12 623	14 224	25
London – Vienna	26 488	13 256	13 232	21 282	11 418	9 864	24
Other Routes	7 054	3 052	4 002	5 565	1 205	4 360	27
<b>Belgium</b>	65 804	64 693	1 111	64 180	62 220	1 960	3
London – Brussels	44 128	44 080	48	37 417	37 329	88	18
Other S.E. England – Belgium	15 100	14 863	237	21 249	20 210	1 039	–29
Other Routes	6 576	5 750	826	5 514	4 681	833	19
<b>Denmark</b>	60 752	43 086	17 666	59 236	39 693	19 543	3
London – Copenhagen	38 353	33 933	4 420	39 901	32 019	7 882	–4
Other Routes	22 399	9 153	12 246	19 335	7 674	11 661	16
<b>Finland</b>	14 858	11 045	3 813	14 854	11 495	3 359	—
<b>France</b>	267 722	250 647	17 075	265 497	245 158	20 339	1
London – Nice	24 994	24 276	718	23 757	22 727	1 030	5
– Paris	150 532	149 368	1 164	148 973	146 109	2 864	1
– N. France (a)	10 363	9 874	489	9 980	9 893	87	4
– Other France	38 926	33 254	5 672	38 401	31 492	6 909	1
Manchester – Paris	7 248	7 244	4	6 999	6 978	21	4
Other UK – Paris	13 138	12 128	1 010	10 932	9 699	1 233	20
Luton – Other France	655	—	655	879	—	879	–25
Other S.E. England – France	11 378	11 364	14	15 854	15 816	38	–28
Other Routes	10 488	3 139	7 349	9 722	2 444	7 278	8
<b>Germany (Fed. Republic)</b>	255 941	191 271	64 670	224 166	155 557	68 609	14
London – Dusseldorf	35 334	30 493	4 841	29 532	24 232	5 300	20
– Frankfurt	66 380	57 428	8 952	61 970	53 997	7 973	7
– Hamburg	30 910	26 677	4 233	24 977	19 957	5 020	24
– Munich	36 276	21 740	14 536	27 645	15 659	11 986	31
– Other Germany	51 753	43 037	8 716	38 546	31 031	7 515	34
Luton – Germany	15 968	—	15 968	21 553	—	21 553	–26
Manchester – Germany	11 196	7 845	3 351	11 267	7 892	3 375	–1
Other Routes	8 124	4 051	4 073	8 676	2 789	5 887	–6
<b>Gibraltar</b>	10 395	5 705	4 690	10 107	6 176	3 931	3
<b>Greece</b>	191 923	54 536	137 387	148 324	47 251	101 073	29
<b>Iceland</b>	7 192	7 078	114	6 853	6 814	39	5
London – Reykjavik	4 753	4 753	—	4 112	4 112	—	16
Glasgow – Reykjavik	2 325	2 325	—	2 702	2 702	—	–14
Other Routes	114	—	114	39	—	39	—



Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	267 443	263 824	3 619	218 685	216 422	2 263	22
London – Cork	24 848	24 848	—	18 315	18 190	125	36
– Dublin	119 443	117 633	1 810	86 364	85 529	835	38
– Shannon	19 676	19 662	14	15 152	15 150	2	30
Manchester – Dublin	18 014	18 003	11	16 424	16 251	173	10
Birmingham – Dublin	18 378	18 374	4	17 622	17 616	6	4
Glasgow – Dublin	13 856	13 856	—	13 255	13 255	—	5
Liverpool – Dublin	8 181	8 181	—	9 037	9 006	31	–9
Leeds/Bradford – Dublin	6 433	6 378	55	5 572	5 553	19	15
Edinburgh – Dublin	6 060	6 060	—	5 384	5 384	—	13
Bristol – Dublin	4 451	4 451	—	6 831	6 831	—	–35
Other Routes	28 103	26 378	1 725	24 729	23 657	1 072	14
<b>Italy</b>	291 499	106 796	184 703	259 259	84 636	174 623	12
London – Genoa (g)	2 359	—	2 359	1 815	—	1 815	30
– Milan	53 191	30 985	22 206	46 538	25 713	20 825	14
– Rimini (g)	10 772	—	10 772	8 464	—	8 464	27
– Rome	51 014	41 205	9 809	46 718	32 987	13 731	9
– Venice	17 217	6 553	10 664	13 489	4 943	8 546	28
– Other Italy	46 194	23 597	22 597	42 667	18 147	24 520	8
Luton – Rimini	6 135	—	6 135	6 624	—	6 624	–7
– Other Italy	65 488	—	65 488	54 504	—	54 504	20
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	17 110	—	17 110	19 663	—	19 663	–13
Other Routes	22 019	4 456	17 563	18 777	2 846	15 931	17
<b>Luxembourg</b>	5 248	5 248	—	5 119	5 119	—	3
London – Luxembourg	5 248	5 248	—	4 872	4 872	—	8
Other Routes	—	—	—	247	247	—	—
<b>Netherlands</b>	182 063	179 375	2 688	167 440	160 874	6 566	9
London – Amsterdam	107 939	106 742	1 197	94 742	92 129	2 613	14
– Rotterdam	15 213	15 213	—	13 383	13 383	—	14
Other S.E. England – Netherlands	10 018	9 521	497	11 752	10 510	1 242	–15
Manchester – Amsterdam	10 110	10 088	22	10 458	10 398	60	–3
Other Routes	38 783	37 811	972	37 105	34 454	2 651	5
<b>Norway</b>	55 490	39 899	15 591	56 132	39 595	16 537	–1
London – Oslo	25 277	17 815	7 462	23 590	17 667	5 923	7
Other Routes	30 213	22 084	8 129	32 542	21 928	10 614	–7
<b>Portugal</b>	57 100	25 847	31 253	48 559	23 597	24 962	18
London – Lisbon	22 590	16 633	5 957	17 968	13 911	4 057	26
Other Routes	34 510	9 214	25 296	30 591	9 686	20 905	13
<b>Soviet Union and Eastern Europe (b)</b>	55 558	33 779	21 779	43 762	28 731	15 031	27
London – Moscow	9 418	8 443	975	9 203	8 037	1 166	2
– Prague	3 609	3 426	183	3 012	3 012	—	20
Other Routes	42 531	21 910	20 621	31 547	17 682	13 865	35

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	726 674	127 446	599 228	625 891	120 453	505 438	16
London – Barcelona	28 870	20 974	7 896	29 747	18 657	11 090	-3
– Ibiza	20 000	3 562	16 438	15 104	1 800	13 304	32
– Madrid	49 965	42 161	7 804	43 816	34 533	9 283	14
– Malaga	35 830	13 545	22 285	32 434	17 299	15 135	10
– Palma	77 457	13 059	64 398	64 869	16 412	48 457	19
– Other Spain	106 746	32 543	74 203	89 107	30 541	58 566	20
Luton – Alicante	13 676	—	13 676	10 850	—	10 850	26
– Barcelona	4 815	—	4 815	5 522	—	5 522	-13
– Gerona	8 482	—	8 482	8 449	—	8 449	—
– Ibiza	9 320	—	9 320	9 257	—	9 257	1
– Palma	23 420	—	23 420	23 259	—	23 259	1
– Other Spain	28 572	—	28 572	23 390	—	23 390	22
Other S.E. England – Spain	—	—	—	191	—	191	—
Manchester – Barcelona	6 180	—	6 180	8 331	—	8 331	-26
– Palma	36 164	—	36 164	30 472	—	30 472	19
Other N. England – Spain	112 708	839	111 869	93 214	664	92 550	21
Scotland – Spain	49 633	346	49 287	46 512	414	46 098	7
Other Routes	114 836	417	114 419	91 367	133	91 234	26
<b>Sweden</b>	46 958	23 066	23 892	47 367	20 822	26 545	-1
London – Stockholm	24 426	16 556	7 870	25 572	15 353	10 219	-4
Other Routes	22 532	6 510	16 022	21 795	5 469	16 326	3
<b>Switzerland</b>	129 622	97 845	31 777	115 897	80 547	35 350	12
London – Basle	9 986	8 445	1 541	7 640	5 632	2 008	31
– Geneva	44 922	35 356	9 566	40 565	30 906	9 659	11
– Zurich	61 050	44 579	16 471	53 511	35 011	18 500	14
Luton – Switzerland	3 510	—	3 510	4 839	—	4 839	-27
Other Routes	10 154	9 465	689	9 342	8 998	344	9
<b>Yugoslavia</b>	58 229	23 156	35 073	40 203	19 790	20 413	45
London – Dubrovnic	7 463	1 294	6 169	4 061	1 175	2 886	84
– Ljubljana	1 573	1 573	—	2 294	2 294	—	-31
Luton – Yugoslavia	2 853	—	2 853	4 561	—	4 561	-37
Other Routes	46 340	20 289	26 051	29 287	16 321	12 966	58
<b>Other Europe</b>	150 482	93 293	57 189	126 509	81 993	44 516	19
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	241 972	131 232	110 740	223 676	111 637	112 039	8
London – Montreal	24 648	22 191	2 457	21 994	17 957	4 037	12
– Toronto	77 610	45 587	32 023	74 049	38 410	35 639	5
– Other Canada	68 635	31 802	36 833	64 474	29 391	35 083	6
Other UK – Montreal	6 881	6 319	562	5 461	4 930	531	26
– Toronto	50 280	20 197	30 083	45 782	16 312	29 470	10
Other Routes	13 918	5 136	8 782	11 916	4 637	7 279	17

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	640 731	530 512	110 219	497 126	311 909	185 217	29
London – New York	240 011	202 893	37 118	181 930	113 398	68 532	32
– Other East Coast USA	123 462	115 851	7 611	105 242	89 222	16 020	17
– Chicago and Detroit	70 877	51 733	19 144	64 478	37 641	26 837	10
– West Coast USA	134 867	106 778	28 089	97 465	54 675	42 790	38
– Other USA	46 501	40 544	5 957	13 353	2 044	11 309	—
Other UK – New York	20 089	12 709	7 380	21 738	12 908	8 830	–8
Other Routes	4 924	4	4 920	12 920	2 021	10 899	–62
<b>West Atlantic and Caribbean Islands</b>	33 047	31 265	1 782	30 928	28 807	2 121	7
<b>Central and South America</b>	15 060	14 907	153	9 823	9 404	419	53
REST OF THE WORLD							
<b>Canary Islands</b>	62 819	4 236	58 583	60 006	5 353	54 653	5
<b>North Africa (c)</b>	40 192	22 776	17 416	32 306	20 157	12 149	24
<b>East Africa (d)</b>	17 913	15 744	2 169	14 853	13 307	1 546	21
<b>Central Africa (e)</b>	8 593	8 593	—	8 321	8 321	—	3
<b>West Africa (d)</b>	42 307	39 755	2 552	36 068	33 608	2 460	17
<b>South Africa</b>	31 516	31 516	—	29 099	29 099	—	8
<b>Middle East (f)</b>	231 632	228 725	2 907	205 015	203 871	1 144	13
<b>India</b>	23 625	23 625	—	18 609	18 609	—	27
<b>Pakistan</b>	11 440	11 440	—	10 081	10 081	—	13
<b>Far East</b>	90 391	84 844	5 547	77 866	75 038	2 828	16
<b>Australia and New Zealand</b>	41 286	41 286	—	38 129	38 129	—	8
<b>Other Routes n.e.i.</b>	41 734	12 046	29 688	52 061	10 713	41 348	–20
<b>ALL ROUTES</b>	4 508 753	2 896 445	1 612 308	3 918 854	2 397 609	1 521 245	15

**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 August 1978

Table 19

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	8 631.4	1.1	8.2	861.5	2 114.1	102.1	79.5	18.7	—	1 148.4	3 766.3	169.2	362.3
+ Heathrow	35 884.1	6 320.6	6 377.4	83.3	333.7	9 984.7	12 421.2	67.7	—	101.6	152.5	—	41.4
+ Luton	376.1	—	—	—	5.8	—	—	—	—	99.7	112.7	51.2	106.7
+ Southend	629.0	—	—	170.0	155.0	—	—	—	—	30.0	274.0	—	—
+ Stansted	1 960.5	—	—	—	—	—	8.7	—	—	368.4	1 174.2	188.8	220.4
TOTAL (London Area)	47 481.1	6 321.7	6 385.6	1 114.8	2 608.6	10 086.8	12 509.4	86.4	—	1 748.1	5 479.7	409.2	730.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	491.3	55.0	100.9	29.4	32.1	—	—	15.8	32.9	50.3	174.6	0.1	0.2
+ Belfast	1 098.7	87.5	287.8	152.7	29.5	9.0	5.7	—	—	517.6	0.8	8.1	—
+ Benbecula	16.8	11.1	4.4	1.2	0.1	—	—	—	—	—	—	—	—
+ Birmingham	219.5	63.3	56.1	31.2	7.1	30.4	25.5	—	—	4.9	0.7	—	0.3
+ Blackpool	334.9	—	—	4.2	51.0	—	—	—	—	—	279.7	—	—
+ Bournemouth	933.8	—	—	458.9	408.1	—	—	—	—	25.8	41.0	—	—
+ Bristol	37.0	3.1	5.9	5.3	2.3	10.0	10.4	—	—	—	—	—	—
+ Cambridge	42.5	—	—	—	—	—	—	—	—	—	3.0	24.1	15.4
+ Cardiff	18.4	1.6	12.6	2.7	1.3	—	—	—	—	—	0.2	—	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	572.8	—	—	92.4	103.8	—	—	—	—	54.6	245.5	37.6	38.9
+ Edinburgh	105.7	26.4	24.3	35.0	16.2	2.6	1.2	—	—	—	—	—	—
+ Exeter	32.6	—	—	7.4	25.2	—	—	—	—	—	—	—	—
+ Glasgow	1 474.1	610.9	184.7	50.5	30.9	219.8	371.7	—	0.2	0.2	3.9	—	1.3
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	5.6	—	—	—	—	—	—	—	—	0.8	4.8	—	—
+ Inverness	29.8	4.2	25.6	—	—	—	—	—	—	—	—	—	—
+ Islay	13.3	—	—	7.7	5.6	—	—	—	—	—	—	—	—
+ Isle of Man	223.0	44.8	20.5	150.7	7.0	—	—	—	—	—	—	—	—
+ Isles of Scilly	8.9	8.3	0.6	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	43.6	29.0	9.4	0.5	0.8	—	—	1.6	—	—	0.8	—	1.5
+ Leeds/Bradford	24.6	4.5	5.3	6.7	5.9	1.0	0.4	—	—	0.6	0.2	—	—
+ Liverpool	624.0	24.2	41.2	—	—	1.7	3.2	—	—	4.6	375.5	5.2	168.4
+ Lydd	282.3	—	—	127.1	155.2	—	—	—	—	—	—	—	—
+ Manchester	2 237.4	262.5	261.8	13.3	19.9	609.7	974.2	—	6.6	—	69.3	—	20.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	70.7	7.3	13.0	26.1	24.0	—	—	—	—	—	—	—	0.3
+ Norwich	42.1	—	—	14.1	27.0	—	—	—	—	—	0.2	0.7	0.1
+ Penzance Heliport	8.9	0.6	8.3	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 260.8	414.5	183.9	—	—	436.8	139.4	—	1.0	82.7	2.5	—	—
+ Southampton	209.3	4.7	18.1	13.2	98.2	—	—	—	—	—	12.8	—	62.3
+ Stornoway	34.5	29.1	4.1	0.1	1.2	—	—	—	—	—	—	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	29.1	—	—	10.4	12.0	—	—	—	—	—	0.2	6.5	—
+ Tiree	1.4	—	—	1.3	0.1	—	—	—	—	—	—	—	—
+ Wick	18.5	2.4	1.1	0.5	0.6	—	—	—	—	10.6	2.5	—	0.8
TOTAL (Incl. London Area)	58 027.0	8 016.7	7 655.2	2 357.4	3 673.7	11 407.8	14 041.1	103.8	40.7	2 500.8	6 697.9	491.5	1 040.4
Channel Islands Airports													
+ Alderney	36.5	—	—	32.7	3.5	—	—	—	—	0.3	—	—	—
+ Guernsey	878.8	—	—	179.6	100.2	0.6	—	—	—	247.5	350.9	—	—
+ Jersey	898.5	57.7	10.7	466.2	329.9	3.3	—	—	—	21.5	9.2	—	—
TOTAL (Channel Islands Airports)	1 813.8	57.7	10.7	678.5	433.6	3.9	—	—	—	269.3	360.1	—	—

xx Not Supplied

## Cargo August 1978

Table 20

## Comparison with a Year Earlier

	International				Domestic				1978			1977			Percentage change						
	Scheduled		Charter		Scheduled		Charter		Total			Total			Percentage change						
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo			
London Area Airports																					
+ Gatwick	1 127		1 437	78		5 259	161		440	1		127	1 367		7 263	956		6 591	43.0		10.2
+ Heathrow	21 999		12 595	1		362	411		515	—		—	22 411		13 472	18 408		13 049	21.7		3.2
+ Luton	6		—	109		241	—		—	—		20	115		261	107		238	7.5		9.7
+ Southend	323		—	304		—	2		—	—		—	629		—	342		—	83.9		—
+ Stansted	9		—	367		1 585	—		—	—		—	376		1 585	493		1 929	-23.7		-17.8
TOTAL (London Area)	23 464		14 032	859		7 447	574		955	1		147	24 898		22 681	20 306		21 807	22.6		3.6
Westland Heliport (Battersea)	—		—	—		—	—		—	—		—	—		—	—		—	—		—
Other UK Airports																					
+ Aberdeen	43		—	194		15	176		—	59		6	472		21	476		39	-0.8		-46.2
+ Belfast	14		1	—		8	427		131	—		519	441		659	381		574	15.7		14.8
+ Benbecula	—		—	—		—	17		—	—		—	17		—	21		—	-19.0		—
+ Birmingham	152		—	—		6	62		—	—		—	214		6	205		7	4.4		-14.3
+ Blackpool	12		—	—		—	37		6	—		280	49		286	46		81	6.5		—
+ Bournemouth	—		—	—		15	2		865	—		52	2		932	3		780	-33.3		19.5
+ Bristol	28		—	—		—	10		—	—		—	38		—	49		—	-22.4		—
+ Cambridge	—		—	42		—	—		—	—		—	42		—	39		—	7.7		—
+ Cardiff	10		—	—		—	7		—	—		—	17		—	17		—	—		—
+ Coventry	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ East Midlands	28		59	9		358	60		49	—		9	97		475	120		439	-19.2		8.2
+ Edinburgh	18		—	—		—	88		—	—		—	106		—	91		1	16.5		—
+ Exeter	3		—	—		—	30		—	—		—	33		—	38		—	-13.2		—
+ Glasgow	164		471	—		1	253		581	4		—	421		1 053	446		893	-5.6		17.9
+ Gloucester/Cheltenham	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Hawarden	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Humberside	—		—	—		5	—		—	—		1	—		6	—		—	—		—
+ Inverness	—		—	—		—	30		—	—		—	30		—	32		—	-6.2		—
+ Islay	—		—	—		—	14		—	—		—	14		—	11		—	27.3		—
+ Isle of Man	—		—	—		—	114		108	—		—	114		108	97		118	17.5		-8.5
+ Isles of Scilly	—		—	—		—	9		—	—		—	9		—	8		—	12.5		—
+ Kirkwall	—		—	—		1	40		—	2		1	42		2	48		—	-12.5		—
+ Leeds/Bradford	11		—	1		—	13		—	—		—	25		—	39		—	-35.9		—
+ Liverpool	5		—	—		173	65		—	—		380	70		553	72		599	-2.8		-7.7
+ Lydd	—		282	—		—	—		—	—		—	—		282	1		210	—		34.3
+ Manchester	696		1 299	7		77	141		4	—		12	844		1 392	775		1 691	8.9		-17.7
+ Manston	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Newcastle	39		—	—		—	30		—	—		—	69		—	65		2	6.2		—
+ Norwich	21		—	1		—	19		—	—		—	41		—	48		1	-14.6		—
+ Penzance Heliport	—		—	—		—	9		—	—		—	9		—	8		—	12.5		—
+ Prestwick	164		911	—		83	14		86	1		3	179		1 083	210		1 015	-14.8		6.7
+ Southampton	6		—	19		56	128		—	—		—	153		56	111		36	37.8		55.6
+ Stornoway	—		—	—		—	34		—	—		—	34		—	38		1	-10.5		—
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	161		15	xx		xx
+ Swansea	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	3		—	xx		xx
+ Tees-side	1		—	7		—	21		—	—		—	29		—	27		—	7.4		—
+ Tiree	—		—	—		—	1		—	—		—	1		—	2		—	50		—
+ Wick	—		—	—		1	5		—	—		14	5		15	6		4	-16.7		—
TOTAL (Incl. London Area)	24 879		17 055	1 139		8 246	2 430		2 785	67		1 424	28 515		29 510	24 000		28 313	18.8		4.2
Channel Islands Airports																					
Alderney													37		—	30		—	23.3		—
Guernsey													879		—	802		—	9.6		—
Jersey													899		—	867		—	3.7		—
TOTAL (Channel Is. Airports)													1 815		—	1 699		—	6.8		—
xx Not Supplied.																					

xx Not Supplied.

# All Scheduled Services August 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	23 780	19 823	36 612	1 608 002	5 380 264	3 832 374	71.2	13 468	646 407	423 505	12 701	57 056	353 746	65.5
British Airways Helicopters	34	561	178	14 485	1 095	884	80.7	11	74	66	—	1	65	89.2
British Caledonian Airways	2 992	3 352	5 065	129 619	418 094	272 722	65.2	1 354	51 429	29 410	518	4 296	24 596	57.2
Air Anglia	900	2 484	2 630	39 280	33 719	18 899	56.0	98	3 449	1 943	—	54	1 890	56.3
Air Wales	85	234	289	977	1 035	387	37.4	—	82	23	—	—	23	28.3
Air Westward	127	288	495	1 509	1 399	702	50.2	—	109	60	—	—	60	54.6
Aurigny Air Services	180	2 817	985	32 525	2 507	1 953	77.9	112	257	161	—	5	156	62.7
British Air Ferries	236	909	891	19 247	8 273	4 384	53.0	310	1 039	509	—	106	404	49.0
British Island Airways	516	2 362	2 045	78 667	25 650	16 809	65.5	219	2 372	1 470	—	41	1 429	62.0
British Midland Airways	643	1 914	1 957	77 401	48 073	28 211	58.7	154	4 015	2 261	—	61	2 201	56.3
Brymon Airways	118	607	523	7 759	3 294	1 963	59.6	—	319	161	—	—	161	50.4
Dan-Air Services	593	1 784	1 871	55 498	37 555	22 217	59.2	24	3 009	1 892	—	12	1 881	62.9
Haywards Aviation	30	160	131	667	210	133	63.3	3	21	11	—	1	10	50.2
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	696	125	902	33 160	195 335	184 502	94.5	—	19 775	14 760	—	—	14 760	74.6
Loganair	141	1 643	726	9 247	1 533	959	62.6	—	139	87	—	—	87	62.6
TOTAL Passenger Services	31 069	39 063	55 301	2 108 043	6 158 034	4 387 097	71.2	15 751	732 495	476 319	13 220	61 630	401 467	65.0
Cargo Services														
British Airways	1 136	664	1 587					4 389	28 878	17 113	156	16 955	—	59.3
British Caledonian Airways	268	125	380					983	9 032	3 519	163	3 357	—	39.0
Air Freight	19	87	98					211	63	45	—	45	—	70.9
Air-Bridge Carriers	36	208	141					840	211	151	—	151	—	71.5
British Island Airways	55	213	203					622	251	133	20	112	—	52.9
Intra Airways	xx	xx	xx					xx	xx	xx	xx	xx	xx	xx
TOTAL Cargo Services	1 512	1 297	2 409					7 045	38 435	20 960	340	20 620	—	54.5
GRAND TOTAL	32 581	40 360	57 710	2 108 043	6 158 034	4 387 097	71.2	22 796	770 930	497 280	13 559	82 250	401 467	64.5

xx Not Supplied.

# International Scheduled Services August 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	21 121	12 458	30 436	1 175 640	5 116 641	3 656 022	71.5	12 382	621 820	408 193	12 627	56 743	338 821	65.6
British Caledonian Airways	2 545	1 722	3 868	80 627	382 064	253 364	66.3	975	47 936	27 707	517	4 233	22 957	57.8
Air Anglia	573	1 096	1 510	24 223	25 196	13 082	51.9	98	2 577	1 362	—	54	1 308	52.8
Air Wales	85	234	289	977	1 035	387	37.4	—	82	23	—	—	23	28.3
Air Westward	75	138	283	847	828	447	54.0	—	64	38	—	—	38	59.8
Aurigny Air Services	180	2 817	985	32 525	2 507	1 953	77.9	112	257	161	—	5	156	62.7
British Air Ferries	236	909	891	19 247	8 273	4 384	53.0	310	1 039	509	—	106	404	49.0
British Island Airways	257	959	1 000	29 096	12 701	7 268	57.2	47	1 181	631	—	14	618	53.5
British Midland Airways	175	463	535	10 032	12 730	4 306	33.8	50	920	361	—	25	336	39.2
Brymon Airways	34	165	149	1 168	620	304	49.0	—	56	25	—	—	25	44.1
Dan-Air Services	317	624	884	23 701	20 600	12 719	61.7	14	1 749	1 089	—	8	1 081	62.3
Haywards Aviation	13	82	48	243	76	39	51.6	1	8	3	—	—	3	40.0
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	696	125	902	33 160	195 335	184 502	94.5	—	19 775	14 760	—	—	14 760	74.6
TOTAL Passenger Services	26 306	21 792	41 781	1 431 486	5 778 606	4 138 776	71.6	13 987	697 462	454 861	13 144	61 187	380 527	65.2
Cargo Services														
British Airways	1 102	587	1 518					3 833	28 303	16 830	156	16 672		59.5
British Caledonian Airways	241	79	326					742	8 815	3 379	22	3 357		38.3
Air Freight	19	87	98					211	63	45	—	45		70.9
British Island Airways	4	8	13					13	18	6	—	6		34.2
Intra Airways	xx	xx	xx					xx	xx	xx	xx	xx		xx
TOTAL Cargo Services	1 366	761	1 955					4 799	37 198	20 259	178	20 079		54.5
GRAND TOTAL	27 672	22 553	43 735	1 431 486	5 778 606	4 138 776	71.6	18 786	734 661	475 120	13 322	81 267	380 527	64.7

xx Not supplied.

# Domestic Scheduled Services August 1978

Table 21.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	2 659	7 365	6 176	432 362	263 622	176 352	66.9	1 086	24 586	15 313	74	313	14 925	62.3
British Airways Helicopters	34	561	178	14 485	1 095	884	80.7	11	74	66	—	1	65	89.2
British Caledonian Airways	447	1 630	1 198	48 992	36 030	19 358	53.7	379	3 493	1 703	1	63	1 639	48.8
Air Anglia	327	1 388	1 120	15 057	8 523	5 817	68.3	—	872	582	—	—	582	66.7
Air Westward	52	150	211	662	571	256	44.8	—	46	22	—	—	22	47.4
British Island Airways	259	1 403	1 045	49 571	12 949	9 541	73.7	172	1 191	839	—	27	811	70.4
British Midland Airways	468	1 451	1 422	67 369	35 343	23 905	67.6	104	3 095	1 901	—	36	1 865	61.4
Brymon Airways	84	442	374	6 591	2 674	1 659	62.0	—	263	136	—	—	136	51.7
Dan-Air Services	275	1 160	987	31 797	16 955	9 497	56.0	11	1 261	804	—	4	800	63.7
Haywards Aviation	17	78	83	424	134	93	69.9	2	13	8	—	—	7	56.0
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Loganair	141	1 643	726	9 247	1 533	959	62.6	—	139	87	—	—	87	62.6
<b>TOTAL Passenger Services</b>	<b>4 763</b>	<b>17 271</b>	<b>13 520</b>	<b>676 557</b>	<b>379 428</b>	<b>248 321</b>	<b>65.4</b>	<b>1 764</b>	<b>35 032</b>	<b>21 458</b>	<b>76</b>	<b>443</b>	<b>20 939</b>	<b>61.3</b>
<b>Cargo Services</b>														
British Airways	34	77	69					556	575	283	—	283	—	49.3
British Caledonian Airways	26	46	54					241	218	141	141	—	—	64.6
Air-Bridge Carriers	36	208	141					840	211	151	—	151	—	71.5
British Island Airways	51	205	190					609	233	127	20	106	—	54.3
Intra Airways	xx	xx	xx					xx	xx	xx	xx	xx	xx	xx
<b>TOTAL Cargo Services</b>	<b>146</b>	<b>536</b>	<b>454</b>					<b>2 246</b>	<b>1 237</b>	<b>702</b>	<b>161</b>	<b>540</b>	<b>—</b>	<b>56.7</b>
<b>GRAND TOTAL</b>	<b>4 910</b>	<b>17 807</b>	<b>13 974</b>	<b>676 557</b>	<b>379 428</b>	<b>248 321</b>	<b>65.4</b>	<b>4 010</b>	<b>36 269</b>	<b>22 160</b>	<b>237</b>	<b>983</b>	<b>20 939</b>	<b>61.1</b>

xx Not Supplied.



# All Non-scheduled Services August 1978

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	1 100	530	1 693	43 004	211 877	180 664	85.3	764	25 332	17 451	869	16 582	68.9
British Airtours	1 835	874	2 651	146 291	346 697	317 039	91.4	—	32 341	27 173	—	27 173	84.0
British Airways Helicopters	501	3 607	2 502	36 876	10 723	5 389	50.3	197	1 045	459	28	431	43.9
British Caledonian Airways	1 322	802	2 117	65 106	92 231	84 822	92.0	1 982	24 252	17 852	10 549	7 303	73.6
Air Anglia	31	124	106	241	238	60	25.2	—	22	7	1	6	32.3
Air Freight	40	127	196	1 141	622	349	56.2	96	127	79	52	26	62.2
Air-Bridge Carriers	85	190	264	988	1 121	436	38.9	705	1 055	423	388	35	40.1
Alidair	145	487	484	19 422	8 647	5 740	66.4	9	725	432	16	416	59.6
Bristow Helicopters	611	4 410	3 592	43 498	10 222	7 339	71.8	158	871	689	27	662	79.1
Britannia Airways	4 234	2 455	6 644	307 313	550 446	532 540	96.7	—	46 807	45 270	—	45 270	96.7
British Air Ferries	105	253	396	1 589	2 349	703	30.0	372	547	217	154	64	39.7
British Executive Air Services	111	5 045	695	30 010	1 554	710	45.7	98	144	66	3	64	45.8
British Island Airways	74	167	246	167	56	48	86.1	181	349	158	154	4	45.1
British Midland Airways	942	787	1 609	56 038	147 548	62 973	42.7	1 394	22 994	10 097	5 184	4 913	43.9
Dan-Air Services	5 884	4 725	10 666	417 338	681 407	624 974	91.7	35	58 110	53 395	3 347	50 049	91.9
General Aviation Services	23	77	105	—	—	—	—	30	409	318	318	—	77.7
I.A.S. Cargo Airlines	1 094	321	1 560	—	—	—	—	3 012	41 346	26 414	26 414	—	63.9
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	56	35	117	—	—	—	—	233	955	407	407	—	42.6
Laker Airways	2 997	1 176	4 351	150 414	608 582	523 382	86.0	—	60 739	41 870	—	41 870	68.9
Loganair	167	701	744	4 483	2 288	1 290	56.4	—	208	118	—	118	56.7
Management Aviation	98	1 390	491	5 175	749	454	60.6	10	59	36	1	35	61.0
Monarch Airlines	1 547	1 037	2 492	130 709	230 408	209 978	91.1	—	22 588	19 045	—	19 045	84.3
North Scottish Helicopters	211	4 956	1 055	14 868	844	633	75.0	—	65	49	—	49	75.4
Pelican Air Transport	184	58	258	—	—	—	—	275	7 822	5 166	5 166	—	66.0
Redcoat Air Cargo	91	37	195	—	—	—	—	173	1 219	493	493	—	40.4
Tradewinds Airways	679	303	1 067	—	—	—	—	4 347	25 676	13 022	13 022	—	50.7
Transmeridian Air Cargo	882	280	1 600	—	—	—	—	2 038	28 723	14 623	14 623	—	50.9
<b>TOTAL</b>	<b>25 049</b>	<b>34 954</b>	<b>47 895</b>	<b>1 474 671</b>	<b>2 908 608</b>	<b>2 559 522</b>	<b>88.0</b>	<b>16 117</b>	<b>404 530</b>	<b>295 328</b>	<b>81 215</b>	<b>214 113</b>	<b>73.0</b>
<b>Class 5A Licence TOTAL</b>	<b>453</b>	<b>546</b>	<b>887</b>	<b>23 390</b>	<b>29 593</b>	<b>26 141</b>	<b>88.3</b>	<b>..</b>	<b>11 195</b>	<b>9 138</b>	<b>6 934</b>	<b>2 204</b>	<b>81.6</b>
<b>TOTAL Excludes 5A Licence</b>	<b>24 596</b>	<b>34 408</b>	<b>47 008</b>	<b>1 451 281</b>	<b>2 879 015</b>	<b>2 533 381</b>	<b>88.0</b>	<b>16 117</b>	<b>393 335</b>	<b>286 190</b>	<b>74 281</b>	<b>211 909</b>	<b>72.8</b>

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

xx Not supplied.

# International Non-Scheduled Services August 1978

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	1 087	487	1 647	41 748	211 065	180 244	85.4	764	25 263	17 437	869	16 569	69.0
British Airtours	1 835	874	2 651	14 6291	346 697	317 039	91.4	—	32 341	27 173	—	27 173	84.0
British Airways Helicopters	499	3 587	2 490	36 856	10 670	5 387	50.5	187	1 040	458	28	430	44.0
British Caledonian Airways	1 322	802	2 117	65 106	92 231	84 822	92.0	1 982	24 252	17 852	10 549	7 303	73.6
Air Anglia	7	12	20	24	73	14	19.3	—	5	3	1	1	49.9
Air Freight	26	78	128	188	193	96	49.7	92	89	59	51	7	65.8
Air-Bridge Carriers	60	95	171	867	1 042	407	39.0	323	758	318	286	33	42.0
Alidair	4	7	12	305	241	182	75.6	—	24	14	—	14	56.7
Bristow Helicopters	611	4 410	3 592	43 498	10 222	7 339	71.8	158	871	689	27	662	79.1
Britannia Airways	4 234	2 455	6 644	307 313	550 446	532 540	96.7	—	46 807	45 270	—	45 270	96.7
British Air Ferries	104	251	394	1 524	2 315	681	29.4	372	544	215	154	61	39.6
British Executive Air Services	111	5 045	695	30 010	1 554	710	45.7	98	144	66	3	64	45.8
British Island Airways	25	67	82	167	56	48	86.1	—	123	70	66	4	56.9
British Midland Airways	843	602	1 409	45 545	139 152	57 365	41.2	1 348	22 188	9 634	5 159	4 476	43.4
Dan-Air Services	5 520	3 752	9 306	391 118	665 836	614 726	92.3	—	56 787	52 514	3 335	49 179	92.5
General Aviation Services	11	20	47	—	—	—	—	24	37	16	16	—	43.8
I.A.S. Cargo Airlines	1 094	321	1 560	—	—	—	—	3 102	41 346	26 414	26 414	—	63.9
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	56	35	117	—	—	—	—	233	955	407	407	—	42.6
Laker Airways	2 997	1 176	4 351	150 414	608 582	523 382	86.0	—	60 739	41 870	—	41 870	68.9
Management Aviation	98	1 390	491	5 175	749	454	60.6	10	59	36	1	35	61.0
Monarch Airlines	1 547	1 037	2 492	130 709	230 408	209 978	91.1	—	22 588	19 045	—	19 045	84.3
North Scottish Helicopters	211	4 956	1 055	14 868	844	633	75.0	—	65	49	—	49	75.4
Pelican Air Transport	184	58	258	—	—	—	—	275	7 822	5 166	5 166	—	66.0
Redcoat Air Cargo	91	37	195	—	—	—	—	173	1 219	493	493	—	40.4
Tradewinds Airways	679	303	1 067	—	—	—	—	4 347	25 676	13 022	13 022	—	50.7
Transmeridian Air Cargo	882	280	1 600	—	—	—	—	2 038	28 723	14 623	14 623	—	50.9
TOTAL	24 139	32 137	44 591	1 411 726	2 872 376	2 536 046	88.3	15 443	400 465	292 912	80 669	212 244	73.1
Class 5A Licence TOTAL	355	168	525	9 212	24 184	22 341	92.4	..	10 439	8 557	6 624	1 933	82.0
TOTAL Excludes 5A Licence	23 784	31 969	44 066	1 402 514	2 848 192	2 513 705	88.3	15 443	390 026	284 355	74 045	210 311	72.9

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

xx Not Supplied

# Domestic Non-scheduled Services August 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	13	43	46	1 256	812	420	51.7	—	69	13	—	13	19.5
British Airways Helicopters	2	20	12	20	53	2	3.8	10	5	1	1	—	20.0
Air Anglia	24	112	86	217	165	46	27.9	—	17	5	—	5	27.1
Air Freight	13	49	69	953	429	254	59.1	3	38	20	1	19	53.7
Air-Bridge Carriers	25	95	94	121	79	29	36.9	382	297	104	102	2	35.2
Alldair	141	480	472	19 117	8 406	5 558	66.1	9	701	419	16	403	59.7
British Air Ferries	1	2	2	65	34	23	67.7	—	3	2	—	2	67.0
British Island Airways	49	100	164	—	—	—	—	181	226	88	88	—	38.7
British Midland Airways	99	185	200	10 493	8 396	5 608	66.8	46	806	463	26	437	57.4
Dan-Air Services	364	973	1 360	26 220	15 671	10 247	65.8	35	1 324	882	12	870	66.6
General Aviation Services	12	57	58	—	—	—	—	5	371	301	301	—	81.1
Loganair	167	701	744	4 483	2 288	1 290	56.4	—	208	118	—	118	56.7
<b>TOTAL</b>	<b>910</b>	<b>2 817</b>	<b>3 305</b>	<b>62 945</b>	<b>36 232</b>	<b>23 477</b>	<b>64.8</b>	<b>673</b>	<b>4 065</b>	<b>2 416</b>	<b>547</b>	<b>1 869</b>	<b>59.4</b>
<b>Class 5A Licence TOTAL</b>	<b>98</b>	<b>378</b>	<b>362</b>	<b>14 178</b>	<b>5 409</b>	<b>3 800</b>	<b>70.3</b>	<b>..</b>	<b>766</b>	<b>581</b>	<b>310</b>	<b>271</b>	<b>76.9</b>
<b>TOTAL Excludes 5A Licence</b>	<b>812</b>	<b>2 439</b>	<b>2 943</b>	<b>48 767</b>	<b>30 823</b>	<b>19 677</b>	<b>63.8</b>	<b>673</b>	<b>3 309</b>	<b>1 835</b>	<b>237</b>	<b>1 598</b>	<b>55.5</b>

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

# Class 2 Licence Operations August 1978

Table 23

	Aircraft -km	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
	(000)			ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways	475	78	615	13 656	—	108 247	84 637	78.2	11 967	7 868	65.7
British Airtours	206	44	272	4 129	—	38 979	38 707	99.3	3 547	3 434	96.8
Dan-Air Services	32	8	44	736	—	6 111	4 773	78.1	488	382	78.2
Laker Airways	1 273	226	1 668	39 375	15 773	393 360	342 264	87.0	39 895	27 380	68.6
TOTAL	1 986	356	2 599	57 896	15 773	546 697	470 372	86.0	55 898	39 063	69.9

# Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers August 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	181	135	298	12 167	21 100	18 446	87.4	1 894	1 578	83.3	—	—
British Airtours	1 215	672	1 831	120 172	229 617	219 751	95.7	21 683	18 621	85.9	—	—
British Caledonian Airways	612	475	1 070	48 001	69 391	64 573	93.1	6 481	5 554	85.7	—	—
Britannia Airways	3 997	2 258	6 260	284 507	519 664	503 968	97.0	44 187	42 839	97.0	—	5 396
British Air Ferries	8	18	28	662	368	283	76.7	34	25	74.8	—	—
British Midland Airways	120	91	244	6 088	9 540	8 202	86.0	802	640	79.9	—	—
Dan-Air Services	4 242	2 938	7 115	327 356	521 908	492 833	94.4	41 746	39 420	94.4	—	965
Laker Airways	963	547	1 476	60 702	118 003	113 432	96.1	11 510	9 074	78.8	—	—
Monarch Airlines	1 051	639	1 627	89 712	166 946	156 302	93.6	16 265	14 178	87.2	—	—
TOTAL International Services	12 390	7 773	19 947	949 367	1 656 537	1 577 790	95.2	144 601	131 930	91.2	—	6 361
Domestic Services												
Dan-Air Services	3	4	9	176	124	114	91.7	11	10	91.5	—	—
TOTAL Domestic Services	3	4	9	176	124	114	91.7	11	10	91.5	—	—
GRAND TOTAL	12 393	7 777	19 957	949 543	1 656 661	1 577 904	95.2	144 612	131 940	91.2	—	6 361

## All Class 4 Licence Operations August 1978

Table 25.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	185	44	251	—	6 579	64 342	63 078	98·0	7 744	5 898	76·2
British Airtours	132	66	193	—	10 529	24 862	23 266	93·6	2 263	2 030	89·7
British Caledonian Airways	182	176	329	—	16 093	19 968	17 746	88·9	1 861	1 526	82·0
Britannia Airways	174	101	274	5 396	7 456	22 598	22 050	97·6	1 925	1 876	97·5
British Midland Airways	4	7	11	—	488	291	276	95·0	24	22	91·0
Dan-Air Services	1 054	643	1 748	965	56 916	129 180	111 418	86·3	10 333	8 913	86·3
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	467	324	821	—	28 086	41 745	36 486	87·4	3 758	2 919	77·7
Monarch Airlines	481	392	844	—	40 318	60 941	52 059	85·4	5 979	4 721	79·0
<b>TOTAL</b>	<b>2 678</b>	<b>1 753</b>	<b>4 471</b>	<b>6 361</b>	<b>166 465</b>	<b>363 926</b>	<b>326 379</b>	<b>89·7</b>	<b>33 886</b>	<b>27 904</b>	<b>82·3</b>

xx Not Supplied

## International Class 4 Licence Operations August 1978

Table 25.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	185	44	251	—	6 579	64 342	63 078	98·0	7 744	5 898	76·2
British Airtours	132	66	193	—	10 529	24 862	23 266	93·6	2 263	2 030	89·7
British Caledonian Airways	182	176	329	—	16 093	19 968	17 746	88·9	1 861	1 526	82·0
Britannia Airways	174	101	274	5 396	7 456	22 598	22 050	97·6	1 925	1 876	97·5
British Midland Airways	3	5	9	—	343	241	227	94·2	20	18	89·9
Dan-Air Services	1 054	643	1 748	965	56 916	129 180	111 418	86·3	10 333	8 913	86·3
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	467	324	821	—	28 086	41 745	36 486	87·4	3 758	2 919	77·7
Monarch Airlines	481	392	844	—	40 318	60 941	52 059	85·4	5 979	4 721	79·0
<b>TOTAL</b>	<b>2 678</b>	<b>1 751</b>	<b>4 469</b>	<b>6 361</b>	<b>166 320</b>	<b>363 877</b>	<b>326 330</b>	<b>89·7</b>	<b>33 882</b>	<b>27 900</b>	<b>82·3</b>

xx Not Supplied

## Domestic Class 4 Licence Operations August 1978

Table 25.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Midland Airways	1	2	2	—	145	50	49	99·3	4	4	96·6
<b>TOTAL</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>—</b>	<b>145</b>	<b>50</b>	<b>49</b>	<b>99·3</b>	<b>4</b>	<b>4</b>	<b>96·6</b>

# All Class 6 Licence Operations August 1978

**Table 26.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	15	15	35	159	252	200	79.3
British Caledonian Airways	466	113	620	1 652	14 076	9 666	68.7
Air Freight	5	24	26	71	17	15	87.9
Air-Bridge Carriers	65	136	197	703	948	386	40.7
British Air Ferries	40	105	168	207	262	83	31.9
I.A.S. Cargo Airlines	278	87	400	1 010	10 085	7 754	76.9
Intra Airways	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	56	35	117	234	955	407	42.6
Pelican Air Transport	76	24	107	276	3 190	1 877	58.8
Redcoat Air Cargo	91	37	195	174	1 219	493	40.4
Tradewinds Airways	638	295	1 012	4 347	23 957	12 057	50.3
Transmeridian Air Cargo	724	240	1 316	1 936	23 954	12 374	51.7
<b>TOTAL</b>	<b>2 454</b>	<b>1 111</b>	<b>4 194</b>	<b>10 767</b>	<b>78 914</b>	<b>45 312</b>	<b>57.4</b>

xx Not Supplied

# International Class 6 Licence Operations August 1978

**Table 26.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	15	15	35	159	252	200	79.3
British Caledonian Airways	466	113	620	1 652	14 076	9 666	68.7
Air Freight	5	24	26	71	17	15	87.9
Air-Bridge Carriers	41	47	108	321	658	284	43.1
British Air Ferries	40	105	168	207	262	83	31.9
I.A.S. Cargo Airlines	278	87	400	1 010	10 085	7 754	76.9
Intra Airways	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	56	35	117	234	955	407	42.6
Pelican Air Transport	76	24	107	276	3 190	1 877	58.8
Redcoat Air Cargo	91	37	195	174	1 219	493	40.4
Tradewinds Airways	638	295	1 012	4 347	23 957	12 057	50.3
Transmeridian Air Cargo	724	240	1 316	1 936	23 954	12 374	51.7
<b>TOTAL</b>	<b>2 430</b>	<b>1 022</b>	<b>4 105</b>	<b>10 385</b>	<b>78 625</b>	<b>45 210</b>	<b>57.5</b>

xx Not Supplied

# Domestic Class 6 Licence Operations August 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	24	89	89	382	289	102	35.2
<b>TOTAL</b>	<b>24</b>	<b>89</b>	<b>89</b>	<b>382</b>	<b>289</b>	<b>102</b>	<b>35.2</b>

## 8 All Class 7 Licence Operations August 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	11	2	16	726	4 469	4 005	89.6	—	598	376	—	376	63.0
British Airways Helicopters	501	3 607	2 502	36 876	10 723	5 389	50.3	197	1 045	459	28	431	43.9
Bristow Helicopters	611	4 410	3 592	43 498	10 222	7 339	71.8	159	871	689	27	662	79.1
British Executive Air Services	111	5 045	695	30 010	1 554	710	45.7	98	144	66	3	64	45.8
Management Aviation	98	1 390	491	5 175	749	454	60.6	10	59	36	1	35	61.0
North Scottish Helicopters	211	4 956	1 055	14 868	844	633	75.0	—	65	49	—	49	75.4
<b>TOTAL</b>	<b>1 543</b>	<b>19 410</b>	<b>8 351</b>	<b>131 153</b>	<b>28 561</b>	<b>18 530</b>	<b>64.9</b>	<b>464</b>	<b>2 782</b>	<b>1 675</b>	<b>69</b>	<b>1 617</b>	<b>60.2</b>

## International Class 7 Licence Operations August 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	11	2	16	726	4 469	4 005	89.6	—	598	376	—	376	63.0
British Airways Helicopters	499	3 587	2 490	36 856	10 670	5 387	50.5	187	1 040	458	28	430	44.0
Bristow Helicopters	611	4 410	3 592	43 498	10 222	7 339	71.8	159	871	689	27	662	79.1
British Executive Air Services	111	5 045	695	30 010	1 554	710	45.7	98	144	66	3	64	45.8
Management Aviation	98	1 390	491	5 175	749	454	60.6	10	59	36	1	35	61.0
North Scottish Helicopters	211	4 956	1 055	14 868	844	633	75.0	—	65	49	—	49	75.4
<b>TOTAL</b>	<b>1 541</b>	<b>19 390</b>	<b>8 339</b>	<b>131 133</b>	<b>28 508</b>	<b>18 528</b>	<b>65.0</b>	<b>454</b>	<b>2 777</b>	<b>1 674</b>	<b>58</b>	<b>1 616</b>	<b>60.3</b>

## Domestic Class 7 Licence August 1978

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	2	20	12	20	53	2	3.8	10	5	1	1	—	20.0
<b>TOTAL</b>	<b>2</b>	<b>20</b>	<b>12</b>	<b>20</b>	<b>53</b>	<b>2</b>	<b>3.8</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>—</b>	<b>20.0</b>

# All Exempt Operations August 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	178	220	391	6 570	8 319	5 371	64.6	605	2 358	1 086	645	441	46.1
British Caledonian Airways	44	30	72	27	22	9	40.5	331	1 576	884	883	1	56.1
Air Anglia	31	124	106	241	238	60	25.2	—	22	7	1	6	32.3
Air Freight	24	72	117	1 141	622	349	56.2	25	68	36	10	26	53.4
Air-Bridge Carriers	21	54	67	988	1 121	436	38.9	3	107	37	2	35	34.2
Alidair	57	165	170	5 737	3 394	2 062	60.8	10	339	157	3	154	46.4
Britannia Airways	63	96	110	9 954	8 183	6 522	79.7	—	696	654	—	554	79.7
British Air Ferries	49	116	174	738	1 173	322	27.4	166	217	100	70	29	46.0
British Island Airways	50	105	169	167	56	48	86.1	181	231	92	88	4	39.6
British Midland Airways	203	250	362	12 649	13 446	10 327	76.8	1 395	2 970	2 346	1 540	806	79.0
Dan-Air Services	433	1 058	1 547	29 356	21 457	13 875	64.7	36	1 803	1 177	12	1 165	65.3
General Aviation Services	15	30	64	—	—	—	—	30	52	21	21	—	40.1
I.A.S. Cargo Airlines	584	170	837	—	—	—	—	2 003	22 014	13 545	13 545	—	61.5
Laker Airways	3	3	6	322	510	346	67.9	—	50	28	—	28	55.1
Loganair	167	701	744	4 483	2 288	1 290	56.4	—	208	118	—	118	56.7
Transmeridian Air Cargo	60	18	127	—	—	—	—	102	1 538	652	652	—	42.4
<b>TOTAL</b>	<b>1 982</b>	<b>3 212</b>	<b>5 063</b>	<b>72 373</b>	<b>60 828</b>	<b>41 017</b>	<b>67.4</b>	<b>4 886</b>	<b>34 250</b>	<b>20 839</b>	<b>17 472</b>	<b>3 367</b>	<b>60.8</b>



# International Exempt Operations August 1978

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	165	177	345	5 314	7 507	4 951	66.0	605	2 289	1 073	645	428	46.9
British Caledonian Airways	44	30	72	27	22	9	40.5	331	1 576	884	883	1	56.1
Air Anglia	7	12	20	24	73	14	19.3	—	5	3	1	1	49.9
Air Freight	10	23	48	188	193	96	49.7	22	31	16	9	7	53.0
Air-Bridge Carriers	19	48	62	867	1 042	407	39.0	3	100	34	2	33	34.4
Alldair	4	7	12	305	241	182	75.6	—	24	14	—	14	56.7
Britannia Airways	63	96	110	9 954	8 183	6 522	79.7	—	696	554	—	554	79.7
British Air Ferries	48	114	173	673	1 139	299	26.3	166	213	98	70	27	45.7
British Island Airways	1	5	5	167	56	48	86.1	—	5	4	—	4	79.2
British Midland Airways	107	76	172	2 794	5 257	4 890	93.0	1 349	2 181	1 896	1 515	382	87.0
Dan-Air Services	71	89	197	3 312	6 010	3 742	62.3	—	490	305	—	305	62.3
General Aviation Services	11	20	47	—	—	—	—	25	37	16	16	—	43.8
I.A.S. Cargo Airlines	584	170	837	—	—	—	—	2 003	22 014	13 545	13 545	—	61.5
Laker Airways	3	3	6	322	510	346	67.9	—	50	28	—	28	55.1
Transmeridian Air Cargo	60	18	127	—	—	—	—	102	1 538	652	652	—	42.4
<b>TOTAL</b>	<b>1 199</b>	<b>888</b>	<b>2 232</b>	<b>23 947</b>	<b>30 232</b>	<b>21 506</b>	<b>71.1</b>	<b>4 605</b>	<b>31 250</b>	<b>19 121</b>	<b>17 338</b>	<b>1 782</b>	<b>61.2</b>

# Domestic Exempt Operations August 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	13	43	46	1 256	812	420	51.7	—	69	13	—	13	19.5
Air Anglia	24	112	86	217	165	46	27.9	—	17	5	—	5	27.1
Air Freight	13	49	69	953	429	254	59.1	4	38	20	1	19	53.7
Air-Bridge Carriers	1	6	5	121	79	29	36.9	—	7	2	—	2	31.7
Alidair	53	158	158	5 432	3 153	1 880	59.6	10	315	144	3	141	45.6
British Air Ferries	1	2	2	65	34	23	67.7	—	3	2	—	2	67.0
British Island Airways	49	100	164	—	—	—	—	181	226	88	88	—	38.7
British Midland Airways	96	174	191	9 855	8 190	5 436	66.4	46	789	450	26	424	57.0
Dan-Air Services	362	969	1 351	26 044	15 447	10 134	65.6	35	1 313	872	12	861	66.4
General Aviation Services	4	10	17	—	—	—	—	6	14	4	4	—	30.6
Loganair	167	701	744	4 483	2 288	1 290	56.4	—	208	118	—	118	56.7
TOTAL	783	2 324	2 831	48 426	30 596	19 511	63.8	281	3 000	1 718	134	1 584	57.3

# Class 5 Operations for UK Operators August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	6	8	12	588	380	380	100.0	..	42	32	—	—	32	76.2
British Airtours	88	28	96	5,212	16 598	16 386	98.7	..	1 511	1 419	—	—	1 419	93.9
British Caledonian Airways	18	8	27	985	2 851	2 494	87.5	..	257	223	—	—	223	86.8
Alidair	88	322	314	13 685	5 253	3 678	70.0	..	386	275	—	13	262	71.2
British Air Ferries	8	14	26	185	379	99	26.1	..	35	9	—	—	9	25.7
British Midland Airways	2	9	7	493	156	122	78.2	..	13	9	—	—	9	69.2
Dan-Air Services	119	72	201	1 735	2 572	1 930	75.0	..	3 726	3 490	—	3 335	155	93.7
General Aviation Services	8	47	41	—	—	—	—	..	357	297	—	297	—	83.2
Intra Airways	xx	xx	xx	xx	xx	xx	xx	..	xx	xx	xx	xx	xx	xx
Monarch Airlines	8	4	12	507	1 404	1 052	74.9	..	236	95	—	—	95	40.3
Pelican Air Transport	108	34	151	—	—	—	—	..	4 632	3 289	—	3 289	—	71.0
<b>TOTAL</b>	<b>453</b>	<b>546</b>	<b>887</b>	<b>23 390</b>	<b>29 593</b>	<b>26 141</b>	<b>88.3</b>	<b>..</b>	<b>11 195</b>	<b>9 138</b>	<b>—</b>	<b>6 934</b>	<b>2 204</b>	<b>81.6</b>

xx Not Supplied.

# Class 5 Operations for Non-UK Operators August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	49	28	75	2 718	5 021	4 746	94.5	..	477	414	9	15	390	86.8
British Airtours	194	64	258	6 249	36 641	18 929	51.7	..	3 337	1 670	—	—	1 670	50.0
Air Freight	11	31	53	—	—	—	—	..	41	27	—	27	—	65.9
British Island Airways	24	62	77	—	—	—	—	..	118	66	—	66	—	55.9
British Midland Airways	612	430	984	36 320	124 115	44 046	35.5	..	19 186	7 080	—	3 644	3 436	36.9
Dan-Air Services	1	2	2	98	55	30	54.5	..	4	3	—	—	3	75.0
I.A.S. Cargo Airlines	232	64	324	—	—	—	—	..	9 247	5 115	—	5 115	—	55.3
Intra Airways	xx	xx	xx	xx	xx	xx	xx	..	xx	xx	xx	xx	xx	xx
Laker Airways	290	76	380	6 156	54 964	30 863	56.2	..	5 526	2 469	—	—	2 469	44.7
Monarch Airlines	7	2	9	172	1 117	565	50.6	..	108	51	—	—	51	47.2
Tradewinds Airways	41	8	55	—	—	—	—	..	1 719	965	—	965	—	56.1
Transmeridian Air Cargo	98	22	158	—	—	—	—	..	3 231	1 598	—	1 598	—	49.5
<b>TOTAL</b>	<b>1 559</b>	<b>789</b>	<b>2 375</b>	<b>51 713</b>	<b>221 913</b>	<b>99 179</b>	<b>44.7</b>	<b>..</b>	<b>42 994</b>	<b>19 458</b>	<b>9</b>	<b>11 430</b>	<b>8 019</b>	<b>45.3</b>

xx Not Supplied.

# Aircraft Type and Utilisation—All Airlines August 1978

**Table 30.1**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
Aerospatiale SA330J Puma	✈ 174	781	—	854	—	9 542	2 126	9	2.9
Aviation Traders Carvair	21	—	42	—	88	—	—	2	2.5
Aviation Traders Merchantman	418	—	475	—	756	—	—	6	5.1
AW650 Argosy	39	—	116	—	142	—	—	3	2.1
BAC 111-200	852	1 695	4	1 897	5	79 541	44 464	9	6.0
BAC 111-300/400	2 549	2 725	—	4 699	—	174 268	183 487	17	7.7
BAC 111-500	4 810	6 638	42	9 373	49	459 347	395 173	36	7.8
BAC/Aerospatiale Concorde	711	130	—	508	—	6 593	36 578	5	3.1
Bell 212 Twin	✈ 121	5 364	—	750	—	31 945	771	8	3.8
Boeing 707 138B	400	209	—	589	—	31 447	58 511	2	10.7
Boeing 707-120/120B	226	146	—	347	—	21 288	36 025	1	6.9
Boeing 707-320C/336	6 628	1 416	708	5 874	3 023	133 011	517 328	32	8.4
Boeing 707-420	1 853	882	—	2 844	—	148 532	320 350	9	7.5
Boeing 720/720B	683	382	—	1 017	—	57 875	106 382	3	8.1
Boeing 727-100	1 883	1 056	—	2 841	—	130 105	239 650	8	8.9
Boeing 737-200	4 234	2 455	—	6 644	—	307 313	532 540	16	10.9
Boeing 747-100	5 918	1 494	—	7 748	—	259 163	1 760 191	18	12.7
Boeing 747-200	2 436	456	—	3 065	—	70 478	638 589	7	12.0
Bristol Britannia 300	229	—	103	—	489	—	—	5	4.4
Britten-Norman Islander	155	1 871	—	759	—	7 476	602	11	1.8
Britten-Norman Trislander	293	3 236	—	1 546	—	37 054	2 970	14	2.7
Canadair CL 44	740	—	297	—	1 522	—	—	10	5.3
Cessna 404 Titan	127	288	—	495	—	1 509	702	..	..
DC3 Dakota/Pionair	81	62	229	99	300	1 141	349	10	(a) 2.3
DH 106 Comet 4B/C	1 237	814	—	2 092	—	88 999	138 667	11	4.8
DHC 6 Twin-Otter	141	649	—	623	—	6 861	1 645	5	3.4
Embraer Bandeirante	59	108	—	185	—	525	288	..	..
Fokker Friendship 100/600	684	1 592	—	1 891	—	34 070	17 121	9	7.1
Hawker Siddeley 121 Trident 1C	574	1 048	—	1 142	—	67 396	37 385	11	3.1
Hawker Siddeley 121 Trident 1E	382	693	—	889	—	60 664	33 736	4	6.4
Hawker Siddeley 121 Trident 2E	1 642	1 474	—	2 796	—	105 813	118 316	16	5.3
Hawker Siddeley 121 Trident 3B	2 605	3 476	—	4 099	—	355 179	268 696	25	6.5
HP Herald 100/200	933	3 137	639	2 915	657	100 116	20 079	29	4.3
HS 748	759	2 400	—	2 754	—	62 711	22 688	20	4.0
Lockheed L1011 Tristar	1 479	816	—	2 198	—	144 739	268 183	9	7.5
MBB BO 105	✈ 271	6 083	—	1 354	—	18 249	812	3	(b) 4.0
McDonnell-Douglas DC10-10	1 440	267	—	1 892	—	77 516	445 065	4	12.9
McDonnell-Douglas DC8-54F/55F	1 083	—	330	—	1 484	—	—	6	8.5
McDonnell-Douglas DC9-10 to 40	311	519	—	619	—	29 366	19 529	2	8.0
McDonnell-Douglas DC-10-30	564	174	—	741	—	15 851	96 976	2	10.8
Piper PA23 Aztec (and Apache)	✈ 10	66	—	38	—	172	27	2	0.6
Piper PA31 Navajo (All Series)	245	1 164	—	927	—	3 742	865	10	(c) 2.9
Sikorsky 58T	✈ 114	1 299	25	655	10	10 018	838	10	2.9
Sikorsky S61N	✈ 855	5 751	—	4 646	—	74 379	10 811	42	3.7
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 976	908	—	4 099	—	60 796	302 573	15	9.1
Vickers Viscount 700	145	487	—	484	—	19 422	5 740	5	3.5
Vickers Viscount 700D/800/810	1 479	4 991	—	4 962	—	202 069	65 248	31	4.6
Westland Wessex	✈ 55	1 262	—	393	—	5 392	235	4	2.9
<b>TOTAL</b>	<b>55 623</b>	<b>70 464</b>	<b>3 010</b>	<b>94 343</b>	<b>8 525</b>	<b>3 511 673</b>	<b>6 752 314</b>	<b>517</b>	<b>6.0</b>

(a) Excludes General Aviation Services.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Wales.

# Aircraft Type and Utilisation—Individual Airlines Table 30.2

## August 1978

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
<b>British Airways</b>									
HS 748	74	334	—	283	—	8 337	2 227	2	4.6
Vickers Viscount 700D/800/810	872	3 290	—	3 096	—	134 986	38 338	19	4.5
BAC 111-300/400	668	1 400	—	1 451	—	71 482	31 823	7	6.4
BAC 111-500	1 839	3 845	—	3 953	—	219 761	104 440	18	7.1
Hawker Siddeley 121 Trident 2E	1 642	1 474	—	2 796	—	105 813	118 316	16	5.3
Aviation Traders Merchantman	389	—	447	—	690	—	—	5	5.3
Hawker Siddeley 121 Trident 1C	574	1 048	—	1 142	—	67 396	37 385	11	3.1
Hawker Siddeley 121 Trident 3B	2 605	3 476	—	4 099	—	355 179	268 696	25	6.5
Hawker Siddeley 121 Trident 1E	382	693	—	889	—	60 664	33 736	4	6.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 976	908	—	4 099	—	60 796	302 573	15	9.1
Lockheed L1011 Tristar	1 479	816	—	2 198	—	144 739	268 183	9	7.5
Boeing 707-320C/336	2 347	453	233	1 953	1 040	37 669	184 776	11	10.1
Boeing 747-100	5 918	1 494	—	7 748	—	259 163	1 760 191	18	12.7
Boeing 747-200	2 436	456	—	3 065	—	70 478	638 589	7	12.0
BAC/Aerospatiale Concorde	711	130	—	508	—	6 593	36 578	5	3.1
<b>TOTAL</b>	<b>24 911</b>	<b>19 817</b>	<b>680</b>	<b>37 280</b>	<b>1 730</b>	<b>1 603 056</b>	<b>3 825 852</b>	<b>173</b>	<b>7.2</b>
<b>British Airtours</b>									
Boeing 707-420	1 854	882	—	2 844	—	148 532	320 350	9	7.5
<b>British Airways Helicopters</b>									
Sikorsky S61N	497	3 555	—	2 473	—	47 943	6 071	23	3.4
Sikorsky 58T	28	294	—	152	—	1 483	141	2	2.0
Bell 212 Twin	10	319	—	55	—	1 935	61	1	1.2
<b>TOTAL</b>	<b>535</b>	<b>4 168</b>	<b>—</b>	<b>2 680</b>	<b>—</b>	<b>51 361</b>	<b>6 273</b>	<b>26</b>	<b>3.2</b>
<b>British Caledonian Airways</b>									
Piper PA31 Navajo (All Series)	29	146	—	139	—	286	58	2	3.1
BAC 111-200	622	1 408	4	1 439	5	61 089	28 989	7	6.1
BAC 111-500	1 171	1 350	42	2 165	49	86 988	94 672	9	7.5
Boeing 707-320C/336	2 173	347	212	1 871	1 005	25 898	136 663	9	9.9
McDonnell-Douglas DC-10-30	564	174	—	741	—	15 851	96 976	2	10.8
Sikorsky S61N	24	596	—	149	—	4 613	185	1	4.9
<b>TOTAL</b>	<b>4 581</b>	<b>4 021</b>	<b>258</b>	<b>6 504</b>	<b>1 059</b>	<b>194 725</b>	<b>357 544</b>	<b>30</b>	<b>7.9</b>
<b>Air Anglia</b>									
Fokker Friendship 100/600	684	1 592	—	1 891	—	34 070	17 121	9	7.1
Piper PA31 Navajo (All Series)	190	892	—	684	—	3 004	708	8	2.9
<b>TOTAL</b>	<b>874</b>	<b>2 484</b>	<b>—</b>	<b>2 575</b>	<b>—</b>	<b>37 074</b>	<b>17 829</b>	<b>17</b>	<b>5.1</b>
<b>Air Faisal</b>									
Bristol Britannia 300	—	—	—	—	—	—	—	2	2.2
<b>Air Freight</b>									
DC3 Dakota/Pionair	58	62	152	99	195	1 141	349	5	2.2
<b>Air Wales</b>									
Piper PA31 Navajo (All Series)	26	126	—	104	—	452	99	..	..
Embraer Bandeirante	59	108	—	185	—	525	288	..	..
<b>TOTAL</b>	<b>85</b>	<b>234</b>	<b>—</b>	<b>289</b>	<b>—</b>	<b>977</b>	<b>387</b>	<b>..</b>	<b>..</b>

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
<b>Air Westward</b>									
Cessna 404 Titan	127	288	—	495	—	1 509	702	..	..
<b>Air-Bridge Carriers</b>									
HP Herald 100/200	53	53	201	66	132	988	436	3	1.7
AW650 Argosy	39	—	116	—	142	—	—	3	2.1
Aviation Traders Merchantman	29	—	28	—	66	—	—	1	3.9
TOTAL	121	53	345	66	340	988	436	7	2.3
<b>Alidair</b>									
Vickers Viscount 700	145	487	—	484	—	19 422	5 740	5	3.5
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	163	2 543	—	893	—	30 999	1 861	6	3.3
Britten-Norman Islander	16	274	—	92	—	1 526	92	2	0.6
TOTAL	180	2 817	—	985	—	32 525	1 953	8	2.6
<b>Bristow Helicopters</b>									
Sikorsky S61N	334	1 600	—	2 024	—	21 823	4 556	18	4.0
Westland Wessex	55	1 262	—	393	—	5 392	235	4	2.9
Sikorsky 58T	48	767	—	321	—	6 741	422	6	3.0
Aerospatiale SA330J Puma	174	781	—	854	—	9 542	2 126	9	2.9
TOTAL	611	4 410	—	3 592	—	43 498	7 339	37	3.5
<b>Britannia Airways</b>									
Boeing 737-200	4 234	2 455	—	6 644	—	307 313	532 540	16	10.9
<b>British Air Ferries</b>									
HP Herald 100/200	320	1 057	63	1 119	81	20 832	5 087	12	3.1
Aviation Traders Carvair	21	—	42	—	88	—	—	2	2.5
TOTAL	341	1 057	105	1 119	169	20 832	5 087	14	3.0
<b>British Executive Air Services</b>									
Bell 212 Twin	111	5 045	—	695	—	30 010	710	7	4.2
<b>British Island Airways</b>									
HP Herald 100/200	524	1 921	375	1 587	444	75 178	13 502	13	6.3
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	607	1 701	—	1 866	—	67 083	26 910	9	5.0
McDonnell-Douglas DC9-10 to 40	311	519	—	619	—	29 366	19 529	2	8.0
Boeing 707-320C/336	666	371	106	746	330	36 781	44 664	5	5.9
TOTAL	1 583	2 591	106	3 231	330	133 230	91 103	16	5.8
<b>Brymon Airways</b>									
Britten-Norman Islander	11	85	—	63	—	414	55	1	1.9
HP Herald 100/200	36	106	—	143	—	3 118	1 054	1	2.4
DHC 6 Twin-Otter	71	416	—	317	—	4 227	854	2	4.3
TOTAL	118	607	—	523	—	7 759	1 963	4	3.3

**Table 30.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
<b>Dan-Air Services</b>									
HS 748	684	2 066	—	2 471	—	54 374	20 461	18	4.0
BAC 111-200	230	287	—	458	—	18 452	15 475	2	5.6
BAC 111-300/400	817	665	—	1 499	—	49 448	64 256	5	7.9
BAC 111-500	1 162	934	—	2 127	—	101 052	128 490	6	9.7
DH 106 Comet 4B/C	1 237	814	—	2 092	—	88 999	138 667	11	4.8
Boeing 727-100	1 883	1 056	—	2 841	—	130 105	239 650	8	8.9
Boeing 707-320C/336	285	80	37	280	131	11 390	34 326	5	4.0
<b>TOTAL</b>	<b>6 298</b>	<b>5 902</b>	<b>37</b>	<b>11 768</b>	<b>131</b>	<b>453 820</b>	<b>641 325</b>	<b>55</b>	<b>5.9</b>
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	23	—	77	—	105	—	—	..	..
<b>Haywards Aviation</b>									
Britten-Norman Islander	20	94	—	93	—	495	106	1	1.4
Piper PA23 Aztec (and Apache)	10	66	—	38	—	172	27	2	0.6
<b>TOTAL</b>	<b>30</b>	<b>160</b>	<b>—</b>	<b>131</b>	<b>—</b>	<b>667</b>	<b>133</b>	<b>3</b>	<b>0.8</b>
<b>I.A.S. Cargo Airlines</b>									
Bristol Britannia 300	82	—	31	—	177	—	—	1	7.4
McDonnell-Douglas DC8-54F/55F	756	—	218	—	1 023	—	—	4	9.6
<b>TOTAL</b>	<b>838</b>	<b>—</b>	<b>249</b>	<b>—</b>	<b>1 200</b>	<b>—</b>	<b>—</b>	<b>5</b>	<b>9.2</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	xx	xx	xx	xx	xx	xx	xx	5	2.4
Vickers Viscount 700D/800/810	xx	xx	xx	xx	xx	xx	xx	3	3.9
<b>TOTAL</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>xx</b>	<b>8</b>	<b>3.0</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	56	—	35	—	117	—	—	1	5.6
<b>Laker Airways</b>									
BAC 111-300/400	1 064	660	—	1 749	—	53 338	87 408	5	9.4
McDonnell-Douglas DC10-10	1 440	267	—	1 892	—	77 516	445 065	4	12.9
Boeing 707-320C/336	788	165	—	1 024	—	21 273	116 899	2	10.7
Boeing 707 138B	400	209	—	589	—	31 447	58 511	2	11.1
<b>TOTAL</b>	<b>3 692</b>	<b>1 301</b>	<b>—</b>	<b>5 254</b>	<b>—</b>	<b>183 574</b>	<b>707 884</b>	<b>13</b>	<b>10.9</b>
<b>Loganair</b>									
Britten-Norman Trislander	130	693	—	653	—	6 055	1 109	8	2.3
Britten-Norman Islander	108	1 418	—	511	—	5 041	349	7	2.3
DHC6 Twin-Otter	70	233	—	306	—	2 634	791	3	2.6
<b>TOTAL</b>	<b>308</b>	<b>2 344</b>	<b>—</b>	<b>1 470</b>	<b>—</b>	<b>13 730</b>	<b>2 249</b>	<b>18</b>	<b>2.3</b>
<b>Management Aviation</b>									
Sikorsky 58T	38	238	25	182	10	1 794	275	2	3.4
MBB BO 105	60	1 127	—	299	—	3 381	179	3	4.0
<b>TOTAL</b>	<b>98</b>	<b>1 365</b>	<b>25</b>	<b>481</b>	<b>10</b>	<b>5 175</b>	<b>454</b>	<b>5</b>	<b>3.8</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 June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
<b>Monarch Airlines</b>							
BAC 111-500	638	509 —	1 128 —	51 546	67 570	3	8.9
Boeing 707-120/120B	226	146 —	347 —	21 288	36 025	1	6.9
Boeing 720/720B	683	382 —	1 017 —	57 875	106 382	3	8.1
<b>TOTAL</b>	<b>1 547</b>	<b>1 037 —</b>	<b>2 492 —</b>	<b>130 709</b>	<b>209 978</b>	<b>7</b>	<b>8.2</b>
<b>North Scottish Helicopters</b>							
MBB BO 105	211	4 956 —	1 055 —	14 868	633	..	..
<b>Pelican Air Transport</b>							
Boeing 707-320C/336	184	— 58	— 258	—	—	—	—
<b>Redcoat Air Cargo</b>							
Bristol Britannia 300	91	— 37	— 195	—	—	1	5.5
<b>Tradewinds Airways</b>							
Canadair CL 44	186	— 129	— 382	—	—	3	6.1
Boeing 707-320C/336	186	— 62	— 259	—	—	—	—
<b>TOTAL</b>	<b>372</b>	<b>— 191</b>	<b>— 641</b>	<b>—</b>	<b>—</b>	<b>3</b>	<b>6.1</b>
<b>Transmeridian Air Cargo</b>							
Canadair CL 44	555	— 168	— 1 140	—	—	7	5.0
McDonnell-Douglas DC8-54F/55F	328	— 112	— 461	—	—	2	6.6
<b>TOTAL</b>	<b>882</b>	<b>— 280</b>	<b>— 1 601</b>	<b>—</b>	<b>—</b>	<b>9</b>	<b>5.3</b>
<b>GRAND TOTAL</b>	<b>55 623</b>	<b>70 464 3 010</b>	<b>94 343 8 525</b>	<b>3 511 673</b>	<b>6 752 314</b>	<b>517</b>	<b>6.1</b>

xx Not Supplied.



# Operations Subject to Variable Charge by Type of Licence August 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	741 529	476 992	92 821	384 172	64.3
Class 2	55 898	39 063	—	39 063	69.8
Class 3	144 612	131 940	—	131 940	91.2
Class 4	32 695	26 769	—	26 769	81.8
Class 5A	11 195	9 138	6 934	2 204	81.6
Class 6	66 810	39 519	39 519	—	59.1
Class 7	2 523	1 533	56	1 477	60.6
TOTAL	1 055 262	724 954	139 330	585 625	68.6
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	34 523	21 587	6 991	14 596	62.5
Exempt Services	24 118	13 671	10 394	3 278	56.6
Class 5B	42 168	18 941	10 922	8 019	44.9
Small Aircraft Operations	939	544	9	535	57.9
TOTAL	101 748	54 744	28 316	26 428	53.8
GRAND TOTAL	1 157 010	779 698	167 645	612 053	67.3

# Output by Type of Licence and Aircraft Ownership August 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	742 210	3 635	25 084	770 930
Class 2	55 898	—	—	55 898
Class 3	144 612	—	—	144 612
Class 4	32 695	1 191	—	33 886
Class 6	66 810	5 511	6 594	78 914
Class 7	2 782	—	—	2 782
Exempt Services	24 118	7 287	2 845	34 250
TOTAL	1 069 124	17 624	34 523	1 121 271
Class 5A	11 195	—	—	11 195
Class 5B	42 168	826	—	42 994
TOTAL	53 363	826	—	54 189
GRAND TOTAL	1 122 487	18 450	34 523	1 175 460

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# Public Transport Air-Taxi Operations

**Table 34**

	Jan-Mar 1978		Apr-Jun 1978	
	No. Flights	A/C Rev Hrs	No. Flights	A/C Rev Hrs
Aerospatiale Alouette II	10	7.5	—	—
Aerospatiale SA-341G Gazelle	53	31.2	115	64.8
Beagle 206	159	189.6	261	289.0
Beechcraft B55 Baron	137	158.8	301	328.5
Beechcraft B80 Queen Air	222	398.8	256	465.7
Beechcraft B90 King Air	24	41.6	124	216.7
Bell 47G	237	178.9	138	140.3
Bell 206 Jet Ranger	2 439	1 430.7	3 683	2 536.3
Britten-Norman Islander	265	322.1	585	572.2
Cessna 150	15	18.0	33	35.3
Cessna 172 Skyhawk	58	48.5	413	136.0
Cessna 180/182	12	21.2	12	16.6
Cessna 206 Super Skywagon	—	—	2	4.4
Cessna 310/320	243	195.8	460	302.5
Cessna 401/402/411/414/421	346	359.1	469	442.1
Cessna 404 Titan	83	136.0	126	237.8
Cessna 500 Citation	255	339.6	280	339.9
Dassault Mystere 20/Falcon 20	142	177.5	153	210.5
DH104 Dove	64	88.0	25	34.0
DH114 Heron	357	627.0	504	876.2
DHC 6 Twin-Otter	102	178.6	182	238.5
Embraer Bandeirante	—	—	296	521.0
Enstrom F28A/280	21	20.3	18	23.7
HS125	2 021	2 085.1	2 644	2 749.4
Hughes 269A (300)	402	306.2	91	65.4
Hughes 369 (500)	15	8.5	107	38.5
Jetstream	—	—	79	159.1
MBB BO 105	377	175.8	—	—
Partenavia P68B Victor	415	385.6	402	370.4
Piper PA-23 Aztec (and Apache)	7 585	7 335.7	9 283	8 934.9
Piper PA-28 (and PA-32) Cherokee	5	4.3	59	42.7
Piper PA-31 Navajo (all Series)	2 401	2 655.1	3 657	4 064.1
Piper PA-30/39 Twin Comanche	453	446.7	429	487.5
Piper PA-34-200 Seneca	281	259.5	623	577.5
Ted Smith Aerostar 601P	9	35.3	5	19.0
Travelair	44	46.0	—	—
<b>ALL OPERATORS TOTAL</b>	<b>19 252</b>	<b>18 712.6</b>	<b>25 815</b>	<b>25 540.5</b>

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

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

**Non-scheduled  
or charter services**

include all air transport flights other than scheduled services.

**Separate fare charters**

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

**Inclusive tour**

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

**Advance booking  
charters**

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

**Sole-use charters**

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

**Licence**

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

**CLASSES OF LICENCE**

**Class 1** authorises scheduled service flights;

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

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

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

**Class 5** authorises substitute charter flights;

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

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

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

**Exempt operations**

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

**Cargo**

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

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

## Appendix B Measures and their Computation

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

<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.