

Miss Esdaile

Civil Aviation Authority



CAA Monthly Statistics
(up to and including July 1978)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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Greville House
37 Gratton Road
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Glos GL50 2BN

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

The series comprise:

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

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

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Civil Aviation Statistics—July 1978

Activity at UK Airports

Air transport movements during the month of July 1978 reached a level of 83 000 (3.5 per cent growth against July 1977); the proportion of all-freight movements was 4.6 per cent of the total. London area movements accounted for 41 000 movements (5.5 per cent growth as compared with the previous year). Gatwick reported 1777 additional movements (19.2 per cent growth), Heathrow 265 additional movements (1.1 per cent growth), Southend 155 additional movements (10.9 per cent growth) and Stansted 24 additional movements (5.3 per cent growth). Luton reported a fall in traffic (94 fewer movements; 3.7 per cent decline). Outside the London area, 1.5 per cent growth was reported (42 000 movements). Birmingham reported the greatest increase in actual movements (627 additional movements; 28.1 per cent growth), followed by Glasgow and Tees-side with 540 additional movements (14.0 per cent growth) and 505 additional movements (59.7 per cent growth) respectively. Prestwick and Belfast reported the heaviest falls in traffic with 185 fewer movements (17.8 per cent decline) and 133 fewer movements (5.4 per cent decline) respectively. Scheduled movements rose by 5.7 per cent and charter movements fell by 2.3 per cent. The UK operators' share of scheduled movements rose 1.5 percentage points to stand at 76.2 per cent of the total and their share of charter movements fell 2.1 percentage points to 81.1 per cent of the total.

The number of terminal passengers reported by UK airports in July 1978 was 6.0 million, which represented a growth of 9.5 per cent as compared with the same month in the previous year. London area passengers accounted for 4.2 million (10.5 per cent growth). Heathrow reported 216 246 additional passengers (8.2 per cent growth), Gatwick 161 715 additional passengers (19.2 per cent growth), Luton 13 181 additional passengers (5.2 per cent growth), Stansted 8472 additional passengers (25.6 per cent growth) and Southend 57 additional passengers (marginal growth only). Outside the London area, 1.8 million passengers used UK airports (7.1 per cent growth as compared with July 1977). Manchester reported the greatest increase in passengers handled (51 413 additional passengers; 14.6 per cent growth), followed by Birmingham and Glasgow with 25 855 additional passengers (20.9 per cent growth) and 19 633 additional passengers (8.7 per cent growth) respectively. Prestwick reported the heaviest fall in passengers handled (4529 fewer passengers; 6.7 per cent decline), followed by Isle of Man and Lydd with 1829 fewer passengers (3.4 per cent decline) and 646 fewer passengers (6.8 per

cent decline) respectively. Passengers travelling on scheduled services rose 11.7 per cent and those travelling on charter services rose 4.2 per cent. The UK operators' share of scheduled and charter traffic fell marginally to stand at 62.2 per cent and 71.8 per cent of the totals respectively.

4.6 million passengers travelled on international services in July 1978 (11.5 per cent growth as compared with July 1977). Scheduled services carried 16.0 per cent more passengers and charter services 4.0 per cent more. The most heavily used scheduled routes were those to USA with 18.1 per cent of the total (66.2 per cent growth), followed by those to France and the Irish Republic with 10.2 per cent of the total (3.3 per cent growth) and 7.7 per cent of the total (12.2 per cent growth) respectively. Services to Spain carried 37.1 per cent of all charter passengers (16.8 per cent growth), services to Italy 11.3 per cent of the total (2.9 per cent growth) and those to USA 8.2 per cent of the total (29.5 per cent decline).

During July 1978, air freight handled at UK airports amounted to 63 000 tonnes (7.0 per cent growth as compared with July 1977); 33 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased by 7.9 per cent to 52 000 tonnes. Heathrow reported 4.9 per cent growth (1824 additional tonnes), Gatwick 24.9 per cent growth (1794 additional tonnes), Southend 54.1 per cent growth (251 additional tonnes) and Luton 19.6 per cent growth (120 additional tonnes). Stansted reported a fall in tonnage handled (176 fewer tonnes; 6.7 per cent decline). Over the rest of the UK, tonnage rose by 3.0 per cent. Blackpool reported the greatest increase in tonnage handled (298 additional tonnes; more than five-fold growth); and Liverpool and Glasgow reported the heaviest falls in tonnage handled (197 fewer tonnes; 22.7 per cent decline and 120 fewer tonnes; 8.3 per cent decline) respectively. Freight carried on scheduled services rose by 5.9 per cent and that carried on charter services rose by 11.6 per cent. The UK operators' share of scheduled tonnage rose 3.6 percentage points to stand at 44.9 per cent of the total and their share of tonnage carried on charter services rose 4.3 percentage points to 90.6 per cent.

Output of UK Airlines

The output of UK airlines for all services in July 1978 was 1167 million available tonne-kilometres, an increase of 18.7 per cent on July 1977.

The scheduled service output of 775 million available tonne-kilometres was 34·8 per cent more than a year earlier. The overall load factor was 65·5 per cent, compared with 61·0 the previous year. Seat kilometres used were 72·0 per cent of those available. Seat factors on domestic and international scheduled services were 67·6 and 72·3 per cent respectively compared with 66·7 and 67·4 per cent a year earlier. The non-scheduled output of 393 million available tonne-kilometres was 3·6 per cent less than in July 1977. Advance Booking Charters and Inclusive Tour Charters ac-

counted for 58·5 and 142·0 million available tonne-kilometres respectively compared with 97·0 and 141·8 million a year earlier.

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

Size Structure of UK

Table 1

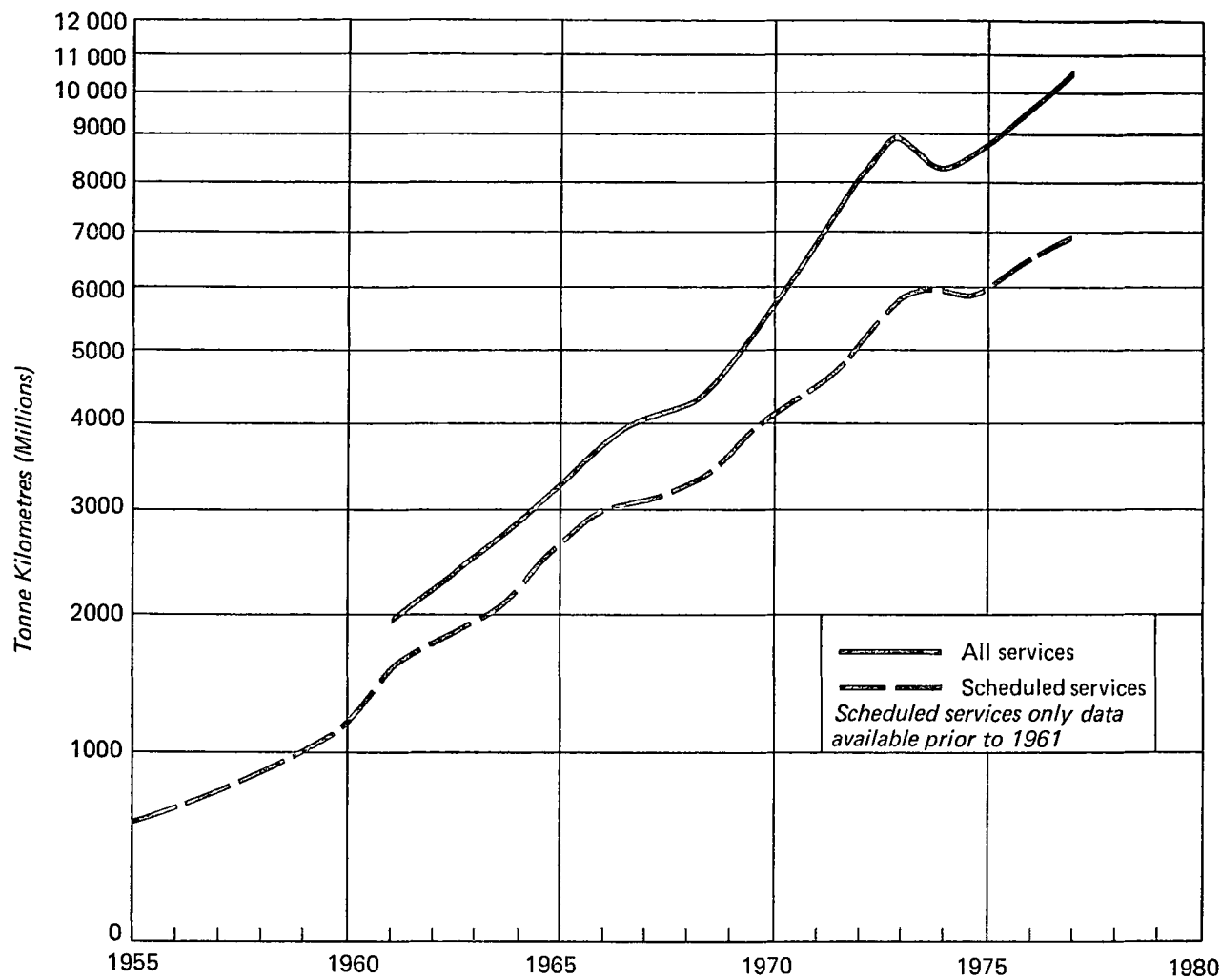
Airports and Airlines Year ended 30 June 1978

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	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

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways	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

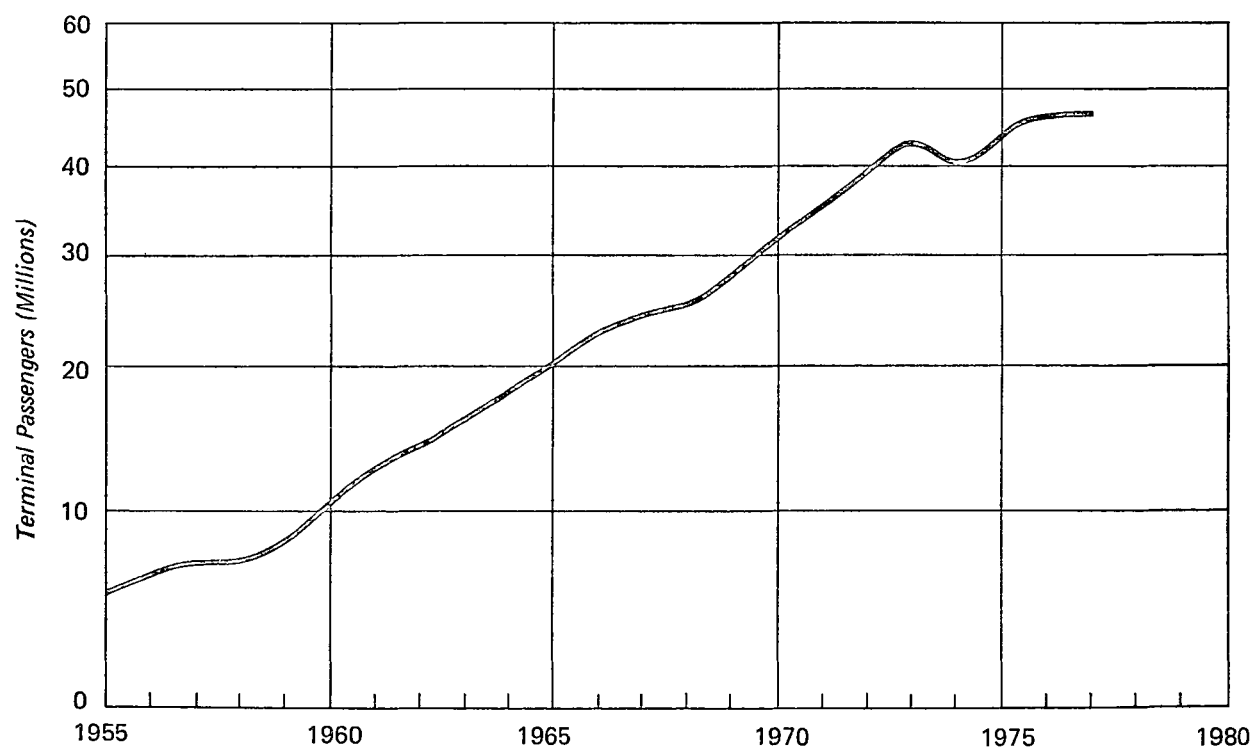
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

	Airports			Airlines		
	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
Year ended						
July 1977	1 899	754	46 102	10 041	6 617	3 424
July 1978	1 934	797	48 714	11 472	7 642	3 820
Latest year's growth (percentages)						
	1.8	5.7	5.7	14.3	15.5	11.9
Mean rates of growth (percentages) to 1977						
20 years	6.4	4.1	10.4	..	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	2 1172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	2685
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
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

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1968	1 279·4	595·9	560·3	35·7	683·5	433·8	148·7	101·0
1969	1 399·1	638·8	591·4	47·5	760·3	510·1	160·9	89·4
1970	1 468·3	660·1	606·7	53·4	808·2	540·7	171·5	96·1
1971	1 618·3	688·3	629·9	58·4	930·0	596·8	235·0	98·2
1972	1 732·6	734·9	669·3	65·5	997·7	673·8	218·4	105·4
1973	1 892·1	803·4	718·5	84·9	1 088·7	779·1	210·3	99·3
1974	1 849·4	792·5	710·1	82·4	1 056·9	782·4	179·7	94·8
1975	1 910·5	780·7	700·5	80·1	1 129·9	841·7	187·3	100·9
1976	1 895·8	820·9	739·9	80·9	1 074·9	806·0	159·9	109·0
1977	1 912·3	846·3	759·1	87·2	1 066·0	780·3	169·3	116·3
1976 1st quarter	390·7	167·7	152·9	14·9	222·9	155·3	40·4	27·2
2nd quarter	543·5	219·2	195·4	23·9	324·2	247·9	47·4	28·9
3rd quarter	558·7	246·7	221·4	25·4	312·0	250·3	35·4	26·2
4th quarter	403·0	187·2	170·3	16·8	215·8	152·4	36·7	26·8
1977 1st quarter	411·6	175·0	159·7	15·3	236·6	161·4	44·1	31·2
2nd quarter	525·5	223·1	198·7	24·4	302·5	228·8	42·5	31·2
3rd quarter	559·1	250·3	224·1	26·2	308·8	237·0	43·9	27·9
4th quarter	416·0	197·9	176·6	21·3	218·1	153·2	38·9	26·0
1978 1st quarter	413·8	196·6	177·7	19·0	217·2	149·8	39·7	27·6
2nd quarter	551·1	237·9	216·3	21·7	313·1	235·2	46·4	31·5
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
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

Air Transport Movements by Airports

Table 5

		Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Isle of Man (000)	Belfast	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	
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	

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	91.0	1 361.1	58.0	196.0	374.2	563.6
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
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

Cargo Taken Up and Set Down by Airports

Table 7

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

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
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

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	6 641.4	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
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

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	2 826.9	67.3
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

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
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

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
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

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	3 790
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
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

UK Passenger Movement by Air^(a) for July 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	5 973	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 843	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977		23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1976 3rd quarter		7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
1976 4th quarter		4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
1977 1st quarter		4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
1977 2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
1977 3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
1977 4th quarter		5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	118	285
1977 July		2 752	80	70	316	276	123	274	203	180	44	74	45	49	627	70	134
1978 1st quarter		4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
1978 2nd quarter		6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
1978 July		3 038	80	69	323	295	162	297	225	185	55	68	53	59	722	67	140

	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968	96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1976 3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
1976 4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
1977 2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
1977 3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
1977 4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1977 July	41	146	1 105	36	241	29	9	23	56	42	16	35	9	508	38	63
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
1978 2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
1978 July	65	173	1 280	37	243	29	7	24	55	44	16	36	12	666	40	71

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

(f) Bermuda, British West Indies, Curacao, Jamaica, Barbados, Trinidad and Tobago, Guadeloup 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, Spanish Sahara, Portuguese Guinea, Liberia, Equatorial Guinea, Mali, Guinea, Cameroon, Congo, Dahomey, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.

Aircraft Movements July 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	13 544	11 033	—	790	—	182	24	3	1 449	—	63
+ Heathrow	27 521	25 429	—	18	—	58	375	—	1 523	16	102
+ Luton	6 269	2 429	—	403	13	436	31	957	1 942	—	58
+ Southend	7 092	1 580	—	—	—	234	—	3 029	2 225	24	—
+ Stansted	2 747	480	—	90	—	1 104	8	52	919	75	19
Total (London Area)	57 173	40 951	—	1 301	13	2 014	438	4 041	8 058	115	242
Westland Heliport (Battersea)	1 268	418	52	416	—	—	—	—	194	—	188
Other UK Airports											
+ Aberdeen	8 055	4 983	—	937	—	881	30	1 154	46	—	24
+ Belfast	7 262	2 333	—	90	144	—	—	1 828	489	—	2 378
Benbecula	311	212	—	—	6	—	—	—	26	—	67
+ Birmingham	6 780	2 859	—	64	16	124	59	2 410	1 214	—	34
+ Blackpool	8 996	660	656	104	78	980	—	5 148	1 235	—	135
+ Bournemouth	5 215	652	118	53	—	490	—	1 961	1 737	16	188
+ Bristol	2 774	689	2	72	—	10	27	1 339	631	—	4
+ Cambridge	4 743	100	—	29	18	1 122	4	2 826	552	—	92
+ Cardiff	4 178	841	—	62	—	72	—	2 919	272	—	12
+ Coventry	5 987	57	—	13	—	363	4	4 632	907	3	8
+ East Midlands	5 410	1 322	—	196	3	444	81	2 018	1 296	5	45
+ Edinburgh	5 073	2 075	—	22	—	316	80	1 371	889	5	315
+ Exeter	3 776	612	—	8	199	180	1	1 633	808	—	335
+ Glasgow	6 561	4 410	—	130	—	111	127	742	949	7	85
Gloucester/Cheltenham	4 108	164	2	—	118	1 034	—	2 009	737	—	44
Hawarden	1 790	60	—	—	—	68	—	1 502	148	—	12
Humberside	2 178	507	86	48	296	55	2	1 050	122	—	12
Inverness	2 279	620	—	10	328	376	—	830	87	—	28
Islay	200	138	—	1	15	—	—	—	46	—	—
+ Isle of Man	3 253	1 385	2	232	183	732	—	593	102	—	24
Isles of Scilly	705	634	—	—	10	6	—	—	35	—	20
+ Kirkwall	1 613	1 031	—	123	44	—	7	312	68	6	22
+ Leeds/Bradford	4 982	1 115	26	35	55	91	58	2 582	990	6	24
+ Liverpool	6 190	945	69	157	42	76	13	3 676	1 104	14	94
+ Lydd	4 711	400	—	—	—	6	—	2 726	1 501	—	78
+ Manchester	7 582	5 103	9	263	34	109	260	1 154	633	—	17
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 543	1 738	70	74	23	89	34	888	615	2	10
+ Norwich	2 650	940	—	72	80	702	384	2	460	2	8
Penzance Heliport	541	522	—	—	—	—	19	—	—	—	—
+ Prestwick	3 529	856	—	24	—	664	26	1 146	317	—	496
+ Southampton	5 383	1 300	—	69	41	3 224	17	94	624	—	14
Stornoway	400	276	—	43	1	—	4	22	6	—	48
+ 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	5 619	1 352	—	172	20	493	27	2 630	748	4	173
Tiree	72	66	—	—	—	—	—	—	6	—	—
Wick	605	431	—	15	4	—	—	137	2	2	14
Total (Incl. London Area)	195 495	82 757	1 092	4 835	1 771	14 832	1 702	55 375	27 654	187	5 290
Channel Islands Airports											
Alderney	997	997	..	..	..	..	..	..	..	..	..
Guernsey	3 492	3 492	..	..	..	..	..	..	..	..	..
Jersey	7 163	5 775	..	..	..	..	..	..	1 378	..	10
Total (Channel Islands Airports)	11 652	10 264	..	..	..	..	..	..	1 378	..	10

xx Not supplied.

Air Transport Movements by Type and Nationality of Operator July 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	11 033	336	4 239	428	787	3 682	1 561
+ Heathrow	25 429	11 823	1 459	12 113	13	8	13
+ Luton	2 429	—	68	—	—	1 901	460
+ Southend	1 580	—	1 072	—	—	499	9
+ Stansted	480	—	8	—	—	108	364
TOTAL (London Area)	40 951	12 159	6 846	12 541	800	6 198	2 407
Westland Heliport (Battersea)	418	—	—	—	—	418	—
Other UK Airports							
+ Aberdeen	4 983	916	533	—	661	2 761	112
+ Belfast	2 333	1 504	561	58	—	131	79
Benbecula	212	52	160	—	—	—	—
+ Birmingham	2 859	850	1 061	222	10	591	125
+ Blackpool	660	—	494	—	—	164	2
+ Bournemouth	652	8	571	—	—	69	4
Bristol	689	242	167	55	—	143	82
+ Cambridge	100	—	36	—	—	44	20
+ Cardiff	841	250	422	2	—	93	74
+ Coventry	57	—	—	—	—	47	10
+ East Midlands	1 322	—	859	—	—	430	33
+ Edinburgh	2 075	973	842	76	3	119	62
Exeter	612	—	595	—	—	1	16
+ Glasgow	4 410	1 655	1 110	447	66	972	160
Gloucester/Cheltenham	164	—	126	—	—	38	—
Hawarden	60	—	60	—	—	—	—
Humberside	507	—	415	—	—	88	4
Inverness	620	299	195	—	13	94	19
Islay	138	—	104	—	—	34	—
+ Isle of Man	1 385	481	894	—	—	—	10
Isles of Scilly	634	522	112	—	—	—	—
+ Kirkwall	1 031	199	541	—	48	240	3
+ Leeds/Bradford	1 115	389	547	30	—	139	10
+ Liverpool	945	562	20	55	—	267	41
+ Lydd	400	—	400	—	—	—	—
+ Manchester	5 103	1 846	442	855	113	1 507	340
Manston	..	..	..	..	..	..	..
+ Newcastle	1 738	325	870	—	26	349	168
Norwich	940	—	749	—	1	144	46
Penzance Heliport	522	522	—	—	—	—	—
+ Prestwick	856	350	46	167	—	71	222
+ Southampton	1 300	137	1 098	—	—	53	12
Stornoway	276	104	136	8	—	28	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	1 351	—	690	—	—	614	47
Tiree	66	—	52	—	—	14	—
Wick	431	102	282	—	—	43	4
TOTAL (Incl. London Area)	82 756	24 447	22 036	14 516	1 741	15 904	4 112
Channel Islands Airports							
Alderney	997	—	929	—	—	68	—
Guernsey	3 492	253	2 632	192	—	407	8
Jersey	5 775	929	4 319	56	—	333	138
TOTAL (Channel Islands Airports)	10 264	1 182	7 880	248	—	808	146

xx Not supplied.

Air Transport Movements for July 1978

Table 13

Total Compared with One Year Earlier

	International				Domestic				1978			1977			Percentage Change						
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Passenger	Total Aircraft	Cargo	Passenger	Total Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	2 472		110	5 693		267	2 217		204	46		24	10 428		605	8 663		593	20.4		2.0
+ Heathrow	18 589		1 200	15		19	5 554		52	—		—	24 158		1 271	23 774		1 390	1.6		-8.6
+ Luton	2		—	2 252		47	66		—	56		6	2 376		53	2 467		56	-3.7		-5.4
+ Southend	904		—	189		—	168		—	319		—	1 580		—	1 425		—	10.9		—
+ Stansted	—		—	354		111	8		—	5		2	367		113	333		123	10.2		-8.1
TOTAL (London Area)	21 967		1 310	8 503		444	8 013		256	426		32	38 909		2 042	36 662		2 162	6.1		-5.6
Westland Heliport (Battersea)	—		—	—		—	—		—	418		—	418		—	326		—	28.2		—
Other UK Airports																					
+ Aberdeen	230		—	1 817		31	1 219		—	1 657		29	4 923		60	4 659		85	5.7		-29.4
+ Belfast	69		1	118		—	1 923		130	1		91	2 111		222	2 272		194	-7.1		14.4
+ Benbecula	—		—	—		—	202		10	—		—	202		10	204		6	-1.0		66.7
+ Birmingham	703		—	668		4	1 423		7	54		—	2 848		11	2 231		1	27.7		—
+ Blackpool	96		—	22		—	353		45	67		77	538		122	514		59	4.7		—
+ Bournemouth	5		2	30		1	381		191	39		3	455		197	540		157	-15.7		25.5
+ Bristol	172		—	176		3	291		1	46		—	685		4	761		—	-10.0		—
+ Cambridge	—		—	37		—	36		—	27		—	100		—	97		—	3.1		—
+ Cardiff	261		1	159		—	412		—	8		—	840		1	661		—	27.1		—
+ Coventry	—		—	19		—	—		—	38		—	57		—	8		—	—		—
+ East Midlands	349		33	337		19	461		16	90		17	1 237		85	1 123		79	10.2		7.6
+ Edinburgh	398		—	161		—	1 453		40	22		1	2 034		41	2 115		37	-3.8		10.8
+ Exeter	170		—	16		—	425		—	1		—	612		—	351		—	74.4		—
+ Glasgow	599		108	575		1	2 418		87	619		3	4 211		199	3 668		202	14.8		-1.5
+ Gloucester/Cheltenham	—		—	—		—	126		—	38		—	164		—	88		—	86.4		—
+ Hawarden	—		—	—		—	60		—	—		—	60		—	—		—	—		—
+ Humberside	40		—	30		—	375		—	62		—	507		—	317		—	59.9		—
+ Inverness	—		—	21		—	494		—	105		—	620		—	703		—	-11.8		—
+ Islay	—		—	—		—	103		1	34		—	137		1	132		—	3.8		—
+ Isle of Man	79		—	10		—	1 268		28	—		—	1 357		28	1 368		39	-0.8		-28.2
+ Isles of Scilly	—		—	—		—	634		—	—		—	634		—	662		—	-4.2		—
+ Kirkwall	—		—	22		—	734		6	268		1	1 024		7	896		8	14.3		-12.5
+ Leeds/Bradford	243		—	58		—	722		1	91		—	1 114		1	1 095		2	1.7		-50.0
+ Liverpool	117		—	101		26	520		—	118		63	856		89	828		126	3.4		-29.4
+ Lydd	215		185	—		—	—		—	—		—	215		185	245		183	-12.2		1.1
+ Manchester	1 415		258	1 822		18	1 468		2	92		28	4 797		306	4 746		369	1.1		-17.1
+ Manston	—		—	—		—	—		—	—		—	—		—	120		—	—		—
+ Newcastle	371		—	370		—	824		—	173		—	1 738		—	1 504		—	15.6		—
+ Norwich	249		—	104		1	499		1	85		1	937		3	938		4	-0.1		-25.0
+ Penzance Heliport	—		—	—		—	522		—	—		—	522		—	502		—	4.0		—
+ Prestwick	180		95	214		8	260		28	71		—	725		131	910		131	-20.3		—
+ Southampton	187		2	30		1	1 042		4	34		—	1 293		7	1 183		7	9.3		—
+ Stornoway	8		—	—		—	229		11	28		—	265		11	271		5	-2.2		—
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	2 040		37	xx		xx
+ Swansea	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	65		—	xx		xx
+ Tees-side	45		—	332		—	644		1	329		—	1 350		1	846		—	59.6		—
+ Tiree	—		—	—		—	52		—	14		—	66		—	60		—	10.0		—
+ Wick	—		—	1		1	380		4	43		2	424		7	389		3	9.0		—
TOTAL (Incl. London Area)	28 168		1 995	15 753		558	29 966		870	5 098		348	78 985		3 771	76 100		3 896	3.9		-3.2
Channel Islands Airports																					
Alderney													997		—	979		—	1.8		—
Guernsey													3 492		—	3 475		—	0.5		—
Jersey													5 775		—	6 090		—	-5.2		—
TOTAL (Channel Islands Airports)													10 264		—	10 544		—	-2.7		—

xx Not supplied.

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

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	2												1Pr													1Pr						
Heathrow	13		1Ma												4Sh												1Ma				2Ma	5Ma
Luton	25										1Em	1St		2Em 4BI	1Bi																1Ga	1Ma
																															10Em 4BI	
Southend	1																	1Em														
Stansted	5													1Ga																		2Ga 2Em
Aberdeen	5				1GI 3Ed		1Ed																									
Belfast	1										1Li																					
Birmingham	2																												1Em	1Em		
Bristol	4		2Bi								1Bi	1Bi																				
Cambridge	1														1Bi																	
Cardiff	3										2Bi																					1Bi
Edinburgh	3												1Ne																2GI			
Glasgow	3												1Pr															1Em	1Pr			
Islay	2																															
Isle of Man	3																															
Leeds	7						1BI	1BI		1GI														1BI		1Em	1Em					2Em 1Te
																		1Em	1Em													1Ga 1Ga
Lydd	2																															
Manchester	5										1He	1Bi			1Pr																	
Newcastle	3																1He	1He														1He
Norwich	2																															1Ma 1Em
Southampton	1																															
Sumburgh	10			1GI	1Ki																										1Bo	
Other Internal	43	1Ex	1St 15Bo 1Ex 2Sh		2Wi						1Bo 2Ex 1Sh	1Bo								1Ki 1Wi				6Ex			1Bo	1Ki 1Ki 1Bo	1Ki		1He	3Bo
Overseas	15	1Sw			1He			1He	1He			1Sw		1Ma				1Sw			1He					1Pr 1He 1Em		1Sw		1He 1Hu		1Sh
All Aerodromes	161	2	22	1	8	—	2	2	2	5	7	5	1	8	7	1	1	4	5	—	1	—	1	7	4	1	3	10	1	8	6	36

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator July 1978

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others				British Airways		Others			
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+Gatwick	1 013 035	1 003 638	9 397	13 335	—	216 286	—	37 533	—	137 114	187	376 724	2 072	222 646	7 138
+Heathrow	2 898 360	2 852 581	45 779	1 336 448	388	32 004	—	1 483 957	45 048	52	—	—	—	120	343
+Luton	264 779	264 372	407	—	—	4 099	—	—	—	—	—	209 037	387	51 236	20
+Southend	30 451	30 451	—	—	—	29 798	—	—	—	—	—	635	—	18	—
+Stansted	41 842	41 594	248	—	—	274	—	—	—	—	—	23	—	41 297	248
TOTAL (London Area)	4 248 467	4 192 636	55 831	1 349 783	388	282 461	—	1 521 490	45 048	137 166	187	586 419	2 459	315 317	7 749
Westland Heliport (Battersea)	1 359	1 359	—	—	—	—	—	—	—	—	—	1 359	—	—	—
Other UK Airports															
+Aberdeen	113 402	112 412	990	44 864	632	15 570	—	—	—	7 709	—	41 655	358	2 614	—
+Belfast	141 706	141 704	2	98 834	—	23 264	—	5 586	—	—	—	3 583	—	10 437	2
+Benbecula	2 068	2 023	45	1 459	—	564	45	—	—	—	—	—	—	—	—
+Birmingham	152 890	149 303	3 587	40 740	599	22 618	2 302	13 922	305	879	—	61 481	381	9 663	—
+Blackpool	14 857	14 744	113	—	—	14 263	113	—	—	—	—	471	—	10	—
+Bournemouth	13 733	12 586	1 147	441	—	10 222	1 103	—	—	—	—	1 923	31	—	13
+Bristol	31 391	27 913	3 478	4 499	2 813	3 829	607	3 300	58	—	—	9 960	—	6 325	—
+Cambridge	2 826	2 826	—	—	—	2 229	—	—	—	—	—	150	—	447	—
+Cardiff	30 901	27 732	3 169	8 493	654	3 869	1 998	127	—	—	—	8 493	517	6 750	—
+Coventry	537	537	—	—	—	—	—	—	—	—	—	494	—	43	—
+East Midlands	68 063	67 823	240	—	—	31 536	—	—	—	—	—	33 196	240	3 091	—
+Edinburgh	125 722	123 405	2 317	76 794	66	25 049	1 658	5 991	50	123	—	10 722	12	4 726	531
+Exeter	11 323	10 424	899	—	—	9 350	899	—	—	—	—	15	—	1 059	—
+Glasgow	247 707	244 920	2 787	105 992	165	32 312	—	22 901	2 068	6 590	—	56 779	554	20 346	—
+Gloucester/Cheltenham	2 991	2 991	—	—	—	2 864	—	—	—	—	—	127	—	—	—
+Hawarden	257	257	—	—	—	257	—	—	—	—	—	—	—	—	—
+Humberside	4 502	4 502	—	—	—	4 128	—	—	—	—	—	361	—	13	—
+Inverness	14 457	13 177	1 280	9 653	1 239	1 261	—	—	—	31	—	407	41	1 825	—
+Islay	1 144	1 144	—	—	—	1 080	—	—	—	—	—	64	—	—	—
+Isle of Man	53 080	52 036	1 044	21 931	235	28 924	809	—	—	—	—	—	—	1 181	—
+Isles of Scilly	14 732	14 732	—	13 606	—	1 126	—	—	—	—	—	—	—	—	—
+Kirkwall	12 733	11 076	1 657	4 797	1 272	2 938	—	—	—	1 264	111	2 067	274	10	—
+Leeds/Bradford	39 212	36 598	2 614	18 977	62	10 582	2 507	1 737	32	—	—	5 266	13	36	—
+Liverpool	36 557	35 215	1 342	23 983	1 305	134	—	3 062	—	—	—	6 413	37	1 623	—
+Lydd	8 853	8 853	—	—	—	8 853	—	—	—	—	—	—	—	—	—
+Manchester	408 701	402 589	6 112	129 794	1 218	12 140	1 411	35 100	1 303	15 662	—	163 252	286	46 641	1 894
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	95 261	89 085	6 176	25 615	46	21 535	5 995	—	—	2 472	—	23 347	113	16 116	22
+Norwich	16 375	16 375	—	—	—	14 200	—	—	—	4	—	934	—	1 237	—
+Penzance Heliport	13 606	13 606	—	13 606	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	94 203	63 231	30 972	25 288	8 564	1 796	—	7 926	7 287	—	—	7 569	3 290	20 652	11 831
+Southampton	32 519	32 288	231	5 649	208	26 323	—	—	—	—	—	283	23	33	—
+Stornoway	5 046	4 570	476	3 892	—	563	—	—	476	—	—	115	—	—	—
+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	31 937	30 333	1 604	—	—	21 294	1 593	—	—	—	—	6 467	11	2 572	—
+Tiree	481	472	9	—	—	459	—	—	—	—	—	13	9	—	—
+Wick	4 456	3 074	1 382	1 421	1 376	1 530	—	—	—	—	—	119	6	4	—
TOTAL (Incl. London Area)	6 098 055	5 968 551	129 504	2 030 111	20 842	639 123	21 040	1 621 142	56 627	171 900	298	1 033 504	8 655	472 771	22 042
Channel Islands Airports															
Alderney	8 931	8 909	22	—	—	8 813	18	—	—	—	—	96	4	—	—
Guernsey	66 344	64 261	2 083	14 780	—	44 490	1 708	1 501	1	—	—	3 031	374	459	—
Jersey	183 670	182 582	1 088	57 358	171	114 881	911	3 903	—	—	—	1 688	6	4 752	—
TOTAL (Channel Is. Airports)	258 945	255 752	3 193	72 138	171	168 184	2 637	5 404	1	—	—	4 815	384	5 211	—

xx Not supplied.

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

Terminal Air Passengers for July 1978

Table 16

Comparison with a Year Earlier

	1978	1977	Percentage change
London Area Airports			
+ Gatwick	1 003 638	841 923	19.2
+ Heathrow	2 852 581	2 636 335	8.2
+ Luton	264 372	251 191	5.2
+ Southend	30 451	30 394	0.2
+ Stansted	41 594	33 122	25.6
TOTAL (London Area)	4 192 636	3 792 965	10.5
Westland Heliport (Battersea)	1 359	921	47.6
Other UK Airports			
+ Aberdeen	112 412	97 524	15.3
+ Belfast	141 704	137 049	3.4
Benbecula	2 023	2 189	-7.6
+ Birmingham	149 303	123 448	20.9
+ Blackpool	14 744	15 102	-2.4
+ Bournemouth	12 586	8 898	41.4
+ Bristol	27 913	28 163	-0.9
+ Cambridge	2 826	2 145	31.7
+ Cardiff	27 732	22 224	24.8
+ Coventry	537	157	242.0
+ East Midlands	67 823	57 759	17.4
+ Edinburgh	123 405	123 959	-0.4
+ Exeter	10 424	7 690	35.6
+ Glasgow	244 920	225 287	8.7
Gloucester/Cheltenham	2 991	2 032	47.2
Hawarden	257	—	—
Humberside	4 502	3 356	34.1
Inverness	13 177	13 382	-1.5
Islay	1 144	1 052	8.7
+ Isle of Man	52 036	53 865	-3.4
Isles of Scilly	14 732	14 017	5.1
+ Kirkwall	11 076	9 756	13.5
+ Leeds/Bradford	36 598	37 133	-1.4
+ Liverpool	35 215	34 805	1.2
+ Lydd	8 853	9 499	-6.8
+ Manchester	402 589	351 176	14.6
+ Manston	..	375	—
+ Newcastle	89 085	82 608	7.8
+ Norwich	16 375	16 472	-0.6
Penzance Heliport	13 606	12 517	8.7
+ Prestwick	63 231	67 760	-6.7
+ Southampton	32 288	29 178	10.7
Stornoway	4 570	3 967	15.2
+ Sumburgh	xx	36 001	—
Swansea	xx	1 033	—
+ Tees-side	30 333	23 248	30.5
Tiree	472	469	0.6
Wick	3 074	2 699	13.9
TOTAL (Incl. London Area)	5 968 551	5 451 880	9.5
Channel Islands Airports			
Alderney	8 909	9 572	-6.9
Guernsey	64 261	66 250	-3.0
Jersey	182 582	182 388	0.1
TOTAL (Channel Islands Airports)	255 752	258 210	-1.0

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

xx Not supplied.

International and Domestic Passenger Traffic July 1978

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		
	1978	1978	1977	Per- centage change	1978	1977	Per- centage change
London Area Airports							
+ Gatwick	1 003 638	919 503	761 427	21	84 135	80 496	5
+ Heathrow	2 852 581	2 484 494	2 280 394	9	368 087	355 941	3
+ Luton	264 372	259 443	246 264	5	4 929	4 927	—
+ Southend	30 451	21 742	30 114(a)	-28	8 709	280	—
+ Stansted	41 594	41 170	32 811	25	424	311	36
TOTAL (London Area)	4 192 636	3 726 352	3 351 010	11	466 284	441 955	6
Westland Heliport (Battersea)	1 359	2	—	—	1 357	921	47
Other UK Airports							
+ Aberdeen	112 412	29 611	30 293	-2	82 801	67 231	23
+ Belfast	141 704	19 089	20 467	-7	122 615	116 582	5
Benbecula	2 023	—	—	—	2 023	2 189	-8
+ Birmingham	149 303	105 025	80 453	31	44 278	42 995	3
+ Blackpool	14 744	1 529	1 089	40	13 215	14 013	-6
+ Bournemouth	12 586	1 851	1 415	31	10 735	7 483	43
+ Bristol	27 913	22 686	23 246	-2	5 227	4 917	6
+ Cambridge	2 826	439	263	67	2 387	1 882	27
+ Cardiff	27 732	19 544	14 395	36	8 188	7 829	5
+ Coventry	537	138	—	—	399	157	—
+ East Midlands	67 823	43 482	35 339	23	24 341	22 420	9
+ Edinburgh	123 405	27 932	28 971	-4	95 473	94 988	1
+ Exeter	10 424	3 277	1 600	—	7 147	6 090	17
+ Glasgow	244 920	99 738	93 709	6	145 182	131 578	10
Gloucester/Cheltenham	2 991	—	—	—	2 991	2 032	47
Hawarden	257	—	—	—	257	—	—
Humberside	4 502	1 307	1 074	22	3 195	2 282	40
Inverness	13 177	1 876	1 669	12	11 301	11 713	-4
Islay	1 144	—	—	—	1 144	1 052	9
+ Isle of Man	52 036	3 751	3 482	8	48 285	50 383	-4
Isles of Scilly	14 732	—	—	—	14 732	14 017	5
+ Kirkwall	11 076	475	97	—	10 601	9 659	10
+ Leeds/Bradford	36 598	12 849	12 235	5	23 749	24 898	-5
+ Liverpool	35 215	13 938	13 267	5	21 277	21 538	-1
+ Lydd	8 853	8 853	9 499	-7	—	—	—
+ Manchester	402 589	312 635	265 295	18	89 954	85 881	5
+ Manston	..	..	375	—	—	—	—
+ Newcastle	89 085	50 989	42 188	21	38 096	40 420	-6
+ Norwich	16 375	7 903	7 952	-1	8 412	8 520	-1
Penzance	13 606	—	—	—	13 606	12 517	9
+ Prestwick	63 231	58 791	60 071	-2	4 440	7 689	-42
+ Southampton	32 288	3 626	1 927	88	28 662	27 251	5
Stornoway	4 570	—	—	—	4 570	3 967	15
+ Sumburgh	xx	xx	14 102	—	xx	21 899	—
Swansea	xx	xx	21	—	xx	1 012	—
+ Tees-side	30 333	7 669	4 345	77	22 664	18 903	20
Tiree	472	—	—	—	472	469	1
Wick	3 074	2	7	-71	3 072	2 692	14
TOTAL (Incl. London Area)	5 968 551	4 585 389	4 119 856	11	1 383 192	1 332 024	4

(a) Includes Channel Islands Traffic.

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

xx Not supplied.

International Air Passenger Traffic to and from Airports for July 1978

Table 18

Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	31 576	17 115	14 461	27 263	13 908	13 355	16
London – Vienna	25 476	14 297	11 179	22 770	12 648	10 122	12
Other Routes	6 100	2 818	3 282	4 493	1 260	3 233	36
Belgium	79 808	78 851	957	79 761	78 262	1 499	—
London – Brussels	55 868	55 830	38	52 835	52 811	24	6
Other S.E. England – Belgium	16 595	16 468	127	21 173	20 780	393	–22
Other Routes	7 345	6 553	792	5 753	4 671	1 082	28
Denmark	68 960	45 576	23 384	69 701	43 667	26 034	–1
London – Copenhagen	40 802	34 488	6 314	46 186	35 701	10 485	–12
Other Routes	28 158	11 088	17 070	23 515	7 966	15 549	20
Finland	16 995	11 622	5 373	18 809	13 268	5 541	–10
France	323 453	302 623	20 830	316 136	293 001	23 135	2
London – Nice	25 156	24 637	519	24 706	23 658	1 048	2
– Paris	194 713	192 084	2 629	191 877	188 141	3 736	1
– N. France (a)	13 692	12 862	830	11 377	11 221	156	20
– Other France	39 452	33 549	5 903	39 417	33 838	5 579	—
Manchester – Paris	10 110	10 110	—	8 037	8 031	6	26
Other U.K. – Paris	15 141	14 273	868	12 046	9 821	2 225	26
Luton – Other France	1 503	—	1 503	1 683	—	1 683	–11
Other S.E. England – France	11 862	11 862	—	15 541	15 503	38	–24
Other Routes	11 824	3 246	8 578	11 452	2 788	8 664	3
Germany (Fed. Republic)	275 911	213 345	62 566	258 198	190 032	68 166	7
London – Dusseldorf	39 917	33 772	6 145	40 786	33 987	6 799	–2
– Frankfurt	74 906	67 900	7 006	67 409	59 233	8 176	11
– Hamburg	32 053	28 825	3 228	29 808	25 088	4 720	8
– Munich	35 613	22 332	13 281	30 230	19 071	11 159	18
– Other Germany	57 798	47 721	10 077	48 278	42 460	5 818	20
Luton – Germany	15 427	—	15 427	22 846	—	22 846	–32
Manchester – Germany	11 875	8 853	3 022	11 683	7 979	3 704	2
Other Routes	8 322	3 942	4 380	7 158	2 214	4 944	16
Gibraltar	9 236	5 715	3 521	5 212	5 907	2 305	12
Greece	161 869	51 178	110 691	122 720	42 116	80 604	32
Iceland	6 930	6 930	—	6 919	6 807	112	—
London – Reykjavik	4 532	4 532	—	4 470	4 470	—	1
Glasgow – Reykjavik	2 398	2 398	—	2 337	2 337	—	3
Other Routes	—	—	—	112	—	112	—

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	232 558	229 940	2 618	207 789	204 998	2 791	12
London – Cork	20 427	20 427	—	19 169	19 042	127	7
– Dublin	105 313	104 225	1 088	92 909	91 658	1 251	13
– Shannon	17 901	17 901	—	14 770	14 753	17	21
Manchester – Dublin	15 597	15 589	8	15 034	15 018	16	4
Birmingham – Dublin	14 888	14 876	12	13 747	13 744	3	8
Glasgow – Dublin	13 985	13 985	—	13 232	13 120	112	6
Liverpool – Dublin	6 420	6 387	33	7 159	7 125	34	-10
Leeds/Bradford – Dublin	4 548	4 528	20	4 304	4 294	10	6
Edinburgh – Dublin	5 991	5 991	—	5 464	5 378	86	10
Bristol – Dublin	3 308	3 300	8	3 156	3 156	—	5
Other Routes	24 180	22 731	1 449	18 845	17 710	1 135	28
Italy	297 206	115 929	181 277	273 722	97 523	176 199	9
London – Genoa (g)	2 424	—	2 424	2 442	—	2 442	-1
– Milan	60 468	35 603	24 865	58 243	32 725	25 518	4
– Rimini (g)	10 480	—	10 480	9 311	—	9 311	13
– Rome	56 894	46 437	10 457	50 103	36 019	14 084	14
– Venice	16 052	5 800	10 252	13 874	5 613	8 261	16
– Other Italy	45 028	22 568	22 460	42 620	19 847	22 773	6
Luton – Rimini	5 427	—	5 427	6 094	—	6 094	-11
– Other Italy	59 995	—	59 995	51 888	119	51 769	16
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	17 409	—	17 409	19 475	—	19 475	-11
Other Routes	23 029	5 521	17 508	19 672	3 200	16 472	17
Luxembourg	6 568	6 536	32	6 204	6 189	15	6
London – Luxembourg	6 406	6 406	—	6 189	6 189	—	4
Other Routes	162	130	32	15	—	15	—
Netherlands	184 996	182 297	2 699	180 182	173 037	7 145	3
London – Amsterdam	113 424	112 362	1 062	110 520	107 054	3 466	3
– Rotterdam	15 906	15 735	171	16 303	16 303	—	-2
Other S.E. England – Netherlands	9 069	8 676	393	10 623	9 009	1 614	-15
Manchester – Amsterdam	9 456	9 428	28	9 776	9 776	—	-3
Other Routes	37 141	36 096	1 045	32 960	30 895	2 065	13
Norway	67 666	42 637	25 029	74 412	44 922	29 490	-9
London – Oslo	33 225	19 108	14 117	33 175	20 768	12 407	—
Other Routes	34 441	23 529	10 912	41 237	24 154	17 083	-16
Portugal	53 113	25 936	27 177	44 927	22 049	22 878	18
London – Lisbon	20 297	15 805	4 492	17 194	13 421	3 773	18
Other Routes	32 816	10 131	22 685	27 733	8 628	19 105	18
Soviet Union and Eastern Europe (b)	58 194	32 958	25 236	48 580	30 365	18 215	20
London – Moscow	10 889	9 316	1 573	10 569	8 848	1 721	3
– Prague	3 313	3 313	—	3 349	3 349	—	-1
Other Routes	43 992	20 329	23 663	34 662	18 168	16 494	27

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	722 460	128 380	594 080	626 723	117 909	508 814	15
London – Barcelona	28 793	21 319	7 474	27 979	19 112	8 867	3
– Ibiza	19 895	3 497	16 398	15 277	1 819	13 458	30
– Madrid	50 298	43 835	6 463	45 233	37 669	7 564	11
– Malaga	35 007	13 603	21 404	30 287	14 360	15 927	16
– Palma	74 787	12 460	62 327	60 075	13 549	46 526	24
– Other Spain	104 303	32 321	71 982	86 453	29 832	56 621	21
Luton – Alicante	13 497	—	13 497	10 427	—	10 427	29
– Barcelona	4 202	—	4 202	5 739	—	5 739	-27
– Gerona	8 690	—	8 690	8 638	—	8 638	1
– Ibiza	8 795	—	8 795	8 053	—	8 053	9
– Palma	23 534	—	23 534	21 627	56	21 571	9
– Other Spain	26 440	—	26 440	23 663	121	23 542	12
Other S.E. England – Spain	—	—	—	187	—	187	—
Manchester – Barcelona	6 592	—	6 592	8 451	—	8 451	-22
– Palma	35 853	—	35 853	31 310	—	31 310	15
Other N. England – Spain	113 931	779	113 152	95 928	1 061	94 867	19
Scotland – Spain	54 518	360	54 158	55 342	330	55 012	-1
Other Routes	113 325	206	113 119	92 054	—	92 054	23
Sweden	66 803	23 775	43 028	69 602	22 039	47 563	-4
London – Stockholm	28 347	16 260	12 087	35 911	16 305	19 606	-21
Other Routes	38 456	7 515	30 941	33 691	5 734	27 957	14
Switzerland	140 402	107 194	33 208	134 325	93 572	40 753	5
London – Basle	11 032	9 165	1 867	9 256	7 566	1 690	19
– Geneva	49 136	39 064	10 072	46 628	35 370	11 258	5
– Zurich	65 472	48 791	16 681	62 698	41 741	20 957	4
Luton – Switzerland	4 022	—	4 022	6 048	—	6 048	-33
Other Routes	10 740	10 174	566	9 695	8 895	800	11
Yugoslavia	64 631	24 623	40 008	41 239	20 534	20 705	57
London – Dubrovnic	8 651	1 648	7 003	3 912	1 239	2 673	—
– Ljubljana	503	423	80	2 259	2 259	—	-78
Luton – Yugoslavia	3 310	—	3 310	4 569	—	4 569	-28
Other Routes	52 167	22 552	29 615	30 499	17 036	13 463	71
Other Europe	133 225	85 700	47 525	111 502	75 798	35 704	19
WESTERN HEMISPHERE							
Canada	242 775	138 295	104 480	241 064	122 002	119 062	1
London – Montreal	23 696	21 327	2 369	25 070	20 638	4 432	-5
– Toronto	74 929	45 322	29 607	79 385	43 088	36 297	-6
– Other Canada	71 034	40 307	30 727	65 563	34 086	31 477	8
Other UK – Montreal	5 558	4 937	621	5 472	4 810	662	2
– Toronto	53 422	19 952	33 470	53 124	14 165	38 959	1
Other Routes	14 136	6 450	7 686	12 450	5 215	7 235	14

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	667 288	536 257	131 031	508 516	322 649	185 867	31
London – New York	257 408	213 883	43 525	192 297	120 982	71 315	34
– Other East Coast USA	124 326	116 816	7 510	105 694	91 376	14 318	18
– Chicago and Detroit	76 173	50 396	25 777	67 960	38 356	29 604	12
– West Coast USA	130 636	101 463	29 173	99 847	58 319	41 528	31
– Other USA	51 661	40 881	10 780	15 314	1 883	13 431	—
Other UK – New York	22 800	12 818	9 982	20 260	11 733	8 527	13
Other Routes	4 284	—	4 284	7 144	—	7 144	-40
West Atlantic and Caribbean Islands	28 509	27 956	553	28 885	28 130	755	-1
Central and South America	14 014	13 628	386	10 978	10 892	86	28
REST OF THE WORLD							
Canary Islands	53 205	4 798	48 407	49 023	4 833	44 190	9
North Africa (c)	39 951	24 741	15 210	31 523	20 602	10 921	27
East Africa (d)	18 068	16 150	1 918	16 467	14 533	1 934	10
Central Africa (e)	8 333	8 257	76	8 921	8 912	9	-7
West Africa (d)	37 136	35 010	2 126	36 877	33 341	3 536	1
South Africa	34 918	34 918	—	33 828	33 488	340	3
Middle East (f)	232 823	230 556	2 267	206 635	205 638	997	13
India	26 855	26 855	—	23 019	23 019	—	17
Pakistan	12 685	12 685	—	12 106	12 106	—	5
Far East	76 488	72 651	3 837	79 061	76 214	2 847	-3
Australia and New Zealand	36 744	36 744	—	36 134	35 728	406	2
Other Routes n.e.i.	37 203	11 606	25 597	48 018	12 202	35 816	-23
ALL ROUTES	4 569 555	2 969 967	1 599 588	4 097 981	2 560 192	1 537 789	12

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 July 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	8 994.4	0.1	0.7	804.0	1 673.3	59.9	16.1	—	—	1 631.9	4 443.7	175.8	188.9	
+ Heathrow	38 947.2	6 622.8	7 080.0	64.4	304.2	10 925.9	13 559.8	97.2	1.7	84.8	126.2	35.4	44.8	
+ Luton	732.9	—	—	—	—	—	—	—	—	280.1	218.2	119.1	115.5	
+ Southend	715.0	—	—	194.0	296.0	—	—	—	—	30.0	184.0	1.0	10.0	
+ Stansted	2 432.2	—	—	—	—	—	—	—	—	642.5	1 555.5	43.7	190.5	
TOTAL (London Area)	51 821.7	6 622.9	7 080.7	1 062.4	2 273.5	10 985.8	13 575.9	97.2	1.7	2 669.3	6 527.6	375.0	549.7	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	552.5	55.2	116.3	27.9	28.2	—	—	14.8	35.3	72.2	202.4	—	0.2	
+ Belfast	1 067.3	85.2	257.5	166.3	23.2	14.2	5.9	—	—	514.0	1.0	—	—	
+ Benbecula	16.5	11.3	4.1	1.0	0.1	—	—	—	—	—	—	—	—	
+ Birmingham	264.9	80.8	54.0	30.6	6.6	29.8	31.5	—	—	30.1	1.5	—	—	
+ Blackpool	356.9	—	—	4.3	43.4	—	—	—	—	—	309.2	—	—	
+ Bournemouth	853.2	—	—	470.0	369.2	—	—	—	—	—	14.0	—	—	
+ Bristol	45.8	1.9	2.7	4.2	1.4	7.8	12.9	—	—	—	14.6	—	0.3	
+ Cambridge	50.9	—	—	—	—	—	—	—	—	1.0	1.5	16.6	31.8	
+ Cardiff	18.0	1.8	12.4	2.5	1.3	—	—	—	—	—	—	—	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	545.0	—	—	145.5	129.8	—	—	—	—	26.9	221.6	19.6	1.6	
+ Edinburgh	102.5	32.0	24.0	23.8	18.6	2.6	1.5	—	—	—	—	—	—	
+ Exeter	24.8	—	—	5.5	19.3	—	—	—	—	—	—	—	—	
+ Glasgow	1 322.1	542.3	174.0	48.5	28.5	202.7	315.0	0.1	0.6	0.2	10.2	—	—	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Inverness	30.9	4.6	26.3	—	—	—	—	—	—	—	—	—	—	
+ Islay	10.1	—	—	5.9	4.2	—	—	—	—	—	—	—	—	
+ Isle of Man	213.1	40.5	21.6	144.2	6.8	—	—	—	—	—	—	—	—	
+ Isles of Scilly	8.9	8.2	0.7	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	45.0	32.5	9.7	0.7	1.0	—	—	0.8	—	—	—	—	0.3	
+ Leeds/Bradford	34.5	5.3	7.0	8.8	8.3	3.3	1.8	—	—	—	—	—	—	
+ Liverpool	671.3	27.6	35.8	—	0.1	3.2	8.1	—	—	11.1	399.4	7.6	178.4	
+ Lydd	349.9	—	—	153.9	196.0	—	—	—	—	—	—	—	—	
+ Manchester	2 805.9	267.8	265.7	20.8	24.4	664.9	991.7	0.1	4.9	163.0	361.4	0.8	40.4	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	76.5	12.1	19.5	23.4	20.7	—	—	—	—	—	—	—	0.8	
+ Norwich	43.6	—	—	14.7	27.9	—	—	—	—	0.6	0.2	0.2	—	
+ Penzance Heliport	8.9	0.7	8.2	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	1 321.4	375.0	221.5	—	—	478.7	152.3	—	—	93.9	—	—	—	
+ Southampton	149.9	0.3	19.8	18.5	104.4	—	—	—	—	—	6.9	—	—	
+ Stornoway	31.6	27.4	3.1	0.1	1.0	—	—	—	—	—	—	—	—	
+ 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	34.9	—	—	14.4	20.1	—	—	—	—	—	0.4	—	—	
+ Tiree	1.5	—	—	1.3	0.2	—	—	—	—	—	—	—	—	
+ Wick	5.8	2.4	0.7	0.8	0.7	—	—	—	—	—	—	0.3	0.9	
TOTAL (Incl. London Area)	62 885.8	8 237.8	8 365.3	2 400.0	3 358.9	12 393.0	15 096.6	113.0	42.5	3 582.3	8 071.9	420.1	804.4	
Channel Islands Airports														
+ Alderney	31.7	—	—	28.0	3.7	—	—	—	—	—	—	—	—	
+ Guernsey	823.5	0.7	2.5	169.2	93.7	—	—	—	—	173.9	383.5	—	—	
+ Jersey	887.5	48.6	25.6	423.1	303.1	0.4	1.0	—	—	48.7	37.0	—	—	
TOTAL (Channel Islands Airports)	1 742.7	49.3	28.1	620.3	400.5	0.4	1.0	—	—	222.6	420.5	—	—	

xx Not Supplied

Cargo July 1978

Table 20

Total Compared with One Year Earlier

	International				Domestic				Tonnes				Percentage change		
	Scheduled		Charter		Scheduled		Charter		1978		1977		Total		
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Aircraft	Cargo
London Area Airports															
+ Gatwick	1 038	925	65	6 257	184	408	—	119	1 287	7 709	1 023	6 179	25.8		24.8
+ Heathrow	23 259	14 453	2	388	427	418	—	—	23 688	15 259	21 264	15 859	11.4		-3.8
+ Luton	—	—	140	573	—	—	—	19	140	592	170	442	-17.6		33.9
+ Southend	488	—	209	—	2	—	16	—	715	—	464	—	54.1		—
+ Stansted	—	—	84	2 316	—	—	—	33	84	2 349	341	2 268	-75.4		3.6
TOTAL (London Area)	24 785	15 378	500	9 534	613	826	16	171	25 914	25 909	23 262	24 748	11.4		4.7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports															
+ Aberdeen	40	—	215	30	188	—	66	14	509	44	449	38	13.4		15.8
+ Belfast	20	—	—	—	380	152	—	515	400	667	387	606	3.4		10.1
Benbecula	—	—	—	—	16	—	—	—	16	—	20	—	-20.0		—
+ Birmingham	164	—	—	31	69	—	—	—	233	31	228	—	2.2		—
+ Blackpool	12	—	—	—	34	1	—	309	46	310	42	16	9.5		—
+ Bournemouth	—	5	—	11	2	832	—	3	2	851	1	739	—		15.2
+ Bristol	26	—	—	15	4	—	—	—	30	15	50	—	-40.0		—
+ Cambridge	—	—	51	—	—	—	—	—	51	—	85	—	-40.0		—
+ Cardiff	10	—	—	—	9	—	—	—	19	—	24	—	-20.8		—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—		—
+ East Midlands	39	64	2	261	42	130	—	6	83	461	96	352	-13.5		31.0
+ Edinburgh	19	—	—	—	83	—	—	—	102	—	113	—	-9.7		—
+ Exeter	2	—	—	—	23	—	—	—	25	—	39	—	-35.9		—
+ Glasgow	164	402	—	2	251	494	6	2	421	900	451	990	-6.7		-9.1
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		—
Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—		—
Inverness	—	—	—	—	31	—	—	—	31	—	35	—	-11.4		—
Islay	—	—	—	—	10	—	—	—	10	—	7	—	42.9		—
+ Isle of Man	—	—	—	—	109	103	—	—	109	103	106	121	2.8		-14.9
Isles of Scilly	—	—	—	—	9	—	—	—	9	—	8	—	12.5		—
+ Kirkwall	—	—	—	—	44	—	1	—	45	—	39	—	15.4		—
+ Leeds/Bradford	19	—	—	—	16	—	—	—	35	—	32	—	9.4		—
+ Liverpool	13	—	—	204	61	—	—	392	74	596	82	785	-9.8		-24.1
+ Lydd	—	349	—	—	—	—	—	—	—	349	1	314	—		11.1
+ Manchester	716	1 347	6	551	171	1	—	14	893	1 913	786	1 911	13.6		0.1
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—		—
+ Newcastle	30	—	1	—	45	—	—	—	76	—	71	—	7.0		—
+ Norwich	25	—	—	—	18	—	—	—	43	—	42	10	2.4		—
Penzance Heliport	—	—	—	—	9	—	—	—	9	—	8	—	12.5		—
+ Prestwick	206	921	—	94	4	97	—	—	210	1 112	234	1 084	-10.3		2.6
+ Southampton	5	19	—	7	118	—	—	—	123	26	103	15	19.4		73.3
Stornoway	—	—	—	—	31	—	—	—	31	—	36	—	-13.9		—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	137	10	xx		xx
Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	1	—	xx		xx
+ Tees-side	3	—	—	—	33	—	—	—	36	—	30	—	20.0		—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—		—
Wick	—	—	—	1	4	—	—	—	4	1	7	—	-42.9		—
TOTAL (Incl. London Area)	26 298	18 485	775	10 741	2 428	2 636	89	1 426	29 590	33 288	27 013	31 739	9.5		4.9
Channel Islands Airports															
Alderney	—	—	—	—	—	—	—	—	32	—	25	—	28.0		—
Guernsey	—	—	—	—	—	—	—	—	824	—	794	—	3.8		—
Jersey	—	—	—	—	—	—	—	—	888	—	927	—	-4.2		—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 744	—	1 746	—	-0.1		—

xx Not supplied.

All Scheduled Services July 1978

Table 21.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		
												Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	24 095	19 948	37 892	1 656 084	5 409 938	3 886 386	71.8	14 121	650 685	431 219	12 738	59 817	358 664	66.3
British Airways Helicopters	32	521	172	13 472	1 017	822	80.8	10	69	62	—	1	62	89.9
British Caledonian Airways	3 002	3 359	5 114	140 351	415 189	277 525	66.8	1 421	50 889	30 517	474	5 059	24 984	60.0
Air Anglia	898	2 362	2 534	38 026	34 266	18 857	55.0	105	3 505	1 939	—	54	1 886	55.3
Air Wales	81	222	272	947	995	368	37.0	—	78	29	—	—	29	37.8
Air Westward	103	232	400	1 331	1 137	606	53.3	—	89	52	—	—	52	57.9
Aurigny Air Services	136	2 194	752	23 261	1 934	1 448	74.9	100	185	121	—	5	116	65.2
British Air Ferries	237	928	896	20 828	8 402	4 691	55.8	351	1 050	540	—	113	427	51.4
British Island Airways	514	2 345	2 036	74 460	25 694	16 006	62.3	245	2 365	1 399	1	38	1 360	59.2
British Midland Airways	632	1 887	1 924	77 615	47 324	28 357	59.9	146	4 037	2 260	—	53	2 206	56.0
Brymon Airways	115	586	505	7 059	3 243	1 836	56.6	—	312	151	—	—	151	48.4
Dan-Air Services	606	1 824	1 919	59 059	36 232	23 266	64.2	18	3 077	1 983	—	7	1 976	64.5
Haywards Aviation	26	142	118	468	181	91	50.1	1	19	7	—	—	7	37.7
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	690	124	894	33 541	188 553	186 622	99.0	—	19 073	14 930	—	—	14 930	78.3
Loganair	137	1 596	697	8 857	1 493	909	60.9	—	135	83	—	—	83	61.5
TOTAL Passenger Services	31 304	38 270	56 124	2 155 359	6 175 596	4 447 788	72.0	16 517	735 566	485 290	13 214	65 146	406 930	66.0
Cargo Services														
British Airways	1 113	659	1 560					4 363	29 194	17 435	289	17 145	—	59.7
British Caledonian Airways	280	119	389					1 118	9 257	3 945	183	3 762	—	42.6
Air Freight	23	107	114					252	76	52	—	52	—	67.8
Air-Bridge Carriers	30	172	121					771	227	149	—	149	—	65.9
British Island Airways	60	248	231					660	276	155	20	135	—	56.0
Intra Airways	xx	xx	xx					xx	xx	xx	xx	xx	xx	xx
TOTAL Cargo Services	1 507	1 305	2 415					7 163	39 030	21 735	492	21 243	—	55.7
GRAND TOTAL	32 811	39 575	58 539	2 155 359	6 175 596	4 447 788	72.0	23 680	774 596	507 025	13 706	86 389	406 930	65.5

xx Not supplied.

International Scheduled Services July 1978

Table 21.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	21 334	12 457	30 536	1 201 513	5 135 191	3 697 289	72.0	13 054	624 992	414 776	12 663	59 510	342 603	66.4
British Caledonian Airways	2 551	1 719	3 879	88 135	378 898	256 171	67.6	1 022	47 375	28 641	468	4 997	23 177	60.5
Air Anglia	590	1 102	1 528	24 162	25 947	13 310	51.3	95	2 654	1 382	—	51	1 331	52.1
Air Wales	81	222	272	947	995	368	37.0	—	78	29	—	—	29	37.8
Air Westward	62	114	233	691	686	368	53.7	—	53	31	—	—	31	59.6
Aurigny Air Services	136	2 194	752	23 261	1 934	1 448	74.9	100	185	121	—	5	116	65.2
British Air Ferries	237	928	896	20 828	8 402	4 691	55.8	351	1 050	540	—	113	427	51.4
British Island Airways	251	942	981	29 058	12 570	7 180	57.1	45	1 156	623	—	13	610	53.9
British Midland Airways	174	474	539	10 015	12 721	4 624	36.4	51	990	383	—	23	360	38.7
Brymon Airways	33	164	148	937	640	251	39.3	—	55	21	—	—	21	37.7
Dan-Air Services	312	616	867	24 422	20 126	12 643	62.8	3	1 709	1 076	—	2	1 074	63.0
Haywards Aviation	10	70	44	165	60	24	39.9	—	6	2	—	—	2	28.5
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	690	124	894	33 541	188 553	186 622	99.0	—	19 073	14 930	—	—	14 930	78.3
TOTAL Passenger Services	26 462	21 126	41 567	1 457 675	5 786 720	4 184 989	72.3	14 722	699 374	462 554	13 131	64 713	384 710	66.1
Cargo Services														
British Airways	1 078	568	1 493					3 865	28 644	17 188	289	16 899	—	60.0
British Caledonian Airways	257	78	341					870	9 062	3 802	40	3 762	—	42.0
Air Freight	23	107	114					252	76	52	—	52	—	67.8
British Island Airways	5	10	17					17	22	8	—	8	—	36.3
Intra Airways	xx	xx	xx					xx	xx	xx	xx	xx	xx	xx
TOTAL Cargo Services	1 362	763	1 965					5 004	37 804	21 050	329	20 721	—	55.7
GRAND TOTAL	27 824	21 889	43 532	1 457 675	5 786 720	4 184 989	72.3	19 726	737 178	483 604	13 460	85 434	384 710	65.6

xx Not supplied.

Domestic Scheduled Services July 1978

Table 21.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	2 761	7 491	7 357	454 571	274 747	189 098	68.8	1 067	25 693	16 443	75	307	16 061	64.0
British Airways Helicopters	32	521	172	13 472	1 017	822	80.8	10	69	62	—	1	62	89.9
British Caledonian Airways	451	1 640	1 235	52 216	36 291	21 354	58.8	399	3 515	1 875	6	62	1 807	53.4
Air Anglia	309	1 260	1 006	13 864	8 319	5 547	66.7	10	851	558	—	3	555	65.5
Air Westward	41	118	167	640	452	238	52.7	—	36	20	—	—	20	55.5
British Island Airways	262	1 403	1 055	45 402	13 124	8 826	67.3	200	1 208	776	1	25	750	64.2
British Midland Airways	458	1 413	1 385	67 600	34 603	23 733	68.6	95	3 048	1 877	—	30	1 846	61.6
Brymon Airways	82	422	357	6 122	2 603	1 584	60.9	—	257	130	—	—	130	50.6
Dan-Air Services	294	1 208	1 053	34 637	16 106	10 623	66.0	14	1 368	907	—	5	902	66.3
Haywards Aviation	16	72	74	303	121	67	55.2	—	13	5	—	—	5	42.0
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Loganair	137	1 596	697	8 857	1 493	909	60.9	—	135	83	—	—	83	61.5
TOTAL Passenger Services	4 842	17 144	14 557	697 684	388 875	262 799	67.6	1 795	36 192	22 736	83	433	22 220	62.8
Cargo Services														
British Airways	36	91	67					498	550	247	1	247	—	44.9
British Caledonian Airways	23	41	48					248	195	142	142	—	—	73.0
Air-Bridge Carriers	30	172	121					771	227	149	—	149	—	65.9
British Island Airways	55	238	215					643	254	147	20	127	—	57.8
Intra Airways	xx	xx	xx					xx	xx	xx	xx	xx	xx	xx
TOTAL Cargo Services	145	542	450					2 159	1 225	685	163	523	—	55.9
GRAND TOTAL	4 987	17 686	15 007	697 684	388 875	262 799	67.6	3 954	37 418	23 421	245	955	22 220	62.6

xx Not supplied.

All Non-scheduled Services July 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	1 204	616	1 900	45 440	209 237	173 757	83.0	1 286	25 700	17 268	1 463	15 806	67.2
British Airtours	1 732	826	2 506	135 747	327 318	293 519	89.7	—	29 835	25 327	—	25 327	84.9
British Airways Helicopters	481	3 459	2 400	35 036	10 318	5 232	50.7	184	1 007	446	27	419	44.3
British Caledonian Airways	1 452	867	2 309	67 059	103 467	89 575	86.6	1 971	26 805	19 797	12 053	7 744	73.9
Air Anglia	41	171	145	349	283	90	32.0	—	29	9	—	9	29.7
Air Faisal	76	22	171	—	—	—	—	369	1 315	1 243	1 243	—	94.5
Air Freight	42	133	207	1 247	629	408	64.8	112	133	86	56	31	64.7
Air-Bridge Carriers	105	212	308	1 209	1 370	658	48.0	676	1 314	567	515	53	43.2
Alidair	166	559	560	21 489	9 761	6 099	62.5	7	795	466	10	455	58.5
Bristow Helicopters	638	4 392	3 771	47 282	10 384	8 331	80.2	189	887	783	31	752	88.3
Britannia Airways	4 196	2 472	6 615	300 987	545 517	511 217	93.7	—	46 384	43 455	—	43 455	93.7
British Air Ferries	132	258	435	1 650	1 459	641	43.9	396	799	261	202	59	32.6
British Executive Air Services	141	6 665	887	29 210	1 974	618	31.3	30	183	60	1	59	32.8
British Island Airways	74	168	245	526	90	72	80.6	185	347	164	158	6	47.2
British Midland Airways	967	859	1 689	72 594	122 481	82 959	67.7	747	16 591	9 197	2 727	6 471	55.4
Dan-Air Services	5 555	4 416	9 892	381 921	650 206	563 095	86.6	47	56 343	48 059	2 957	45 103	85.3
General Aviation Services	31	98	142	—	—	—	—	196	110	57	57	—	51.5
I.A.S. Cargo Airlines	1 011	308	1 426	—	—	—	—	3 946	38 762	24 739	24 739	—	63.8
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	40	29	94	—	—	—	—	227	682	441	441	—	64.7
Laker Airways	2 901	1 137	4 210	145 232	608 841	516 323	84.8	—	60 933	41 306	—	41 306	67.8
Loganair	171	745	761	4 954	2 462	1 411	57.3	—	210	128	—	128	61.0
Management Aviation	106	1 703	533	6 003	761	463	60.8	71	64	40	5	35	62.5
Monarch Airlines	1 583	1 085	2 568	129 996	233 223	201 619	86.4	11	23 028	18 309	82	18 227	79.5
North Scottish Helicopters	219	5 529	1 095	16 587	876	657	75.0	—	68	51	—	51	75.0
Pelican Air Transport	138	49	192	—	—	—	—	494	5 786	3 565	3 565	—	61.6
Redcoat Air Cargo	77	39	172	—	—	—	—	246	1 118	703	703	—	62.8
Tradewinds Airways	712	296	1 207	—	—	—	—	4 566	26 592	16 297	16 297	—	61.3
Transmeridian Air Cargo	855	284	1 585	—	—	—	—	2 787	27 056	15 309	15 309	—	56.6
TOTAL	24 845	37 397	48 025	1 444 518	2 840 658	2 456 746	86.5	18 752	392 877	288 134	82 640	205 494	73.3
Class 5A Licence TOTAL	308	471	668	21 815	25 087	19 592	78.1	..	5 908	4 589	2 946	1 643	77.7
TOTAL Excludes 5A Licence	24 537	36 926	47 357	1 422 703	2 815 571	2 437 154	86.6	18 752	386 969	283 545	79 694	203 851	73.3

*Does not include cargo carried under Class 5 Licences.

xx Not Supplied.

International Non-Scheduled Services July 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	1 196	590	1 874	44 694	208 720	173 492	83.1	1 286	25 655	17 246	1 463	15 784	67.2
British Airtours	1 732	826	2 506	135 747	327 318	293 519	89.7	—	29 835	25 327	—	25 327	84.9
British Airways Helicopters	480	3 448	2 393	35 014	10 287	5 229	50.8	176	1 004	445	27	419	44.3
British Caledonian Airways	1 452	867	2 309	67 059	103 467	89 575	86.6	1 971	26 805	19 797	12 053	7 744	73.9
Air Anglia	9	20	29	50	61	27	44.4	—	6	2	—	2	37.1
Air Faisal	76	22	171	—	—	—	—	369	1 315	1 243	1 243	—	94.5
Air Freight	29	87	136	288	235	141	59.9	106	97	65	54	11	66.4
Air-Bridge Carriers	80	116	215	1 185	1 347	654	48.6	306	1 028	470	417	53	45.7
Alldair	111	392	387	16 227	6 637	4 302	64.8	—	497	320	8	312	64.4
Bristow Helicopters	638	4 392	3 771	47 282	10 384	8 331	80.2	189	887	783	31	752	88.3
Britannia Airways	4 196	2 472	6 615	300 987	545 517	511 217	93.7	—	46 384	43 455	—	43 455	93.7
British Air Ferries	131	254	431	1 631	1 446	639	44.2	392	796	260	201	58	32.6
British Executive Air Services	141	6 665	887	29 210	1 974	618	31.3	30	183	60	1	59	32.8
British Island Airways	25	65	80	146	36	34	96.5	—	121	71	68	3	58.5
British Midland Airways	851	648	1 456	60 004	112 587	76 329	67.8	687	15 639	8 647	2 694	5 953	55.3
Dan-Air Services	5 241	3 543	8 703	356 561	635 970	553 470	87.0	—	55 130	47 226	2 941	44 285	85.7
General Aviation Services	31	96	139	—	—	—	—	196	108	55	55	—	50.6
I.A.S. Cargo Airlines	1 011	308	1 426	—	—	—	—	3 946	38 762	24 739	24 739	—	63.8
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	40	29	94	—	—	—	—	227	682	441	441	—	64.7
Laker Airways	2 901	1 137	4 210	145 232	608 841	516 323	84.8	—	60 933	41 306	—	41 306	67.8
Management Aviation	106	1 703	533	6 003	761	463	60.8	71	64	40	5	35	62.5
Monarch Airlines	1 583	1 085	2 568	129 996	233 223	201 619	86.4	11	23 028	18 309	82	18 227	79.5
North Scottish Helicopters	219	5 529	1 095	16 587	876	657	75.0	—	68	51	—	51	75.0
Pelican Air Transport	138	49	192	—	—	—	—	494	5 786	3 565	3 565	—	61.6
Redcoat Air Cargo	77	39	172	—	—	—	—	246	1 118	703	703	—	62.8
Tradewinds Airways	712	296	1 207	—	—	—	—	4 566	26 592	16 297	16 297	—	61.3
Transmeridian Air Cargo	855	284	1 585	—	—	—	—	2 787	27 056	15 309	15 309	—	56.6
TOTAL	24 060	34 962	45 184	1 393 903	2 809 687	2 436 639	86.7	18 064	389 581	286 232	82 396	203 835	73.5
Class 5A Licence TOTAL	306	457	649	21 423	24 966	19 520	78.2	..	5 889	4 579	2 944	1 635	77.8
TOTAL Excludes 5A Licences	23 754	34 505	44 535	1 372 480	2 784 721	2 417 119	86.8	18 064	383 692	281 653	79 452	202 200	73.4

*Does not include cargo carried under Class 5 Licences.

xx Not Supplied.

Domestic Non-Scheduled Services July 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	8	26	26	746	517	265	51.3	—	44	22	—	22	50.2
British Airways Helicopters	1	11	7	22	31	3	9.7	8	3	1	1	—	33.3
Air Anglia	32	151	116	299	222	63	28.6	—	23	6	—	6	27.7
Air Freight	13	46	71	959	394	267	67.8	5	36	22	2	20	60.1
Air-Bridge Carriers	24	96	92	24	24	4	16.0	369	286	98	97	—	34.2
Alidair	55	167	174	5 262	3 123	1 798	57.6	7	298	146	2	143	48.7
British Air Ferries	1	4	4	19	14	1	10.8	4	3	2	1	—	43.0
British Island Airways	49	103	165	380	54	38	70.1	185	225	93	90	3	41.1
British Midland Airways	116	211	233	12 590	9 894	6 630	67.0	59	952	550	33	517	57.8
Dan-Air Services	314	873	1 189	25 360	14 236	9 626	67.6	47	1 213	833	15	818	68.7
General Aviation Services	—	2	3	—	—	—	—	—	2	2	2	—	100.0
Loganair	171	745	761	4 954	2 462	1 411	57.3	—	210	128	—	128	61.0
TOTAL	785	2 435	2 841	50 615	30 971	20 107	64.9	687	3 296	1 902	244	1 659	57.7
Class 5A Licence TOTAL	2	14	19	392	121	72	59.5	..	19	10	2	8	52.6
TOTAL Excludes 5A Licence	783	2 421	2 822	50 223	30 850	20 035	64.9	687	3 277	1 892	242	1 651	57.7

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations July 1978

Table 23

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways	513	90	697	14 483	—	116 914	88 402	75·6	12 939	8 249	63·7
British Airtours	211	45	278	4 207	—	39 901	38 594	96·7	3 631	3 357	92·4
Dan-Air Services	59	17	78	1 544	—	11 184	9 094	81·3	894	728	81·5
Laker Airways	1 292	227	1 696	37 899	16 743	404 547	337 519	83·4	41 069	27 002	65·7
TOTAL	2 075	379	2 749	58 133	16 743	572 547	473 608	82·7	58 533	39 336	67·2

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

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km		Percentage of available	Tonne—km			Number of IT passengers uplifted	
						Used (000)			Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services													
British Airways	218	169	384	15 241	24 374	21 718		89·1	2 171	1 869	86·1	—	—
British Airtours	1 139	654	1 730	113 409	215 241	197 798		91·9	19 635	16 959	86·4	—	2 843
British Caledonian Airways	682	526	1 198	51 247	77 347	69 111		89·4	7 222	5 967	82·6	—	—
Britannia Airways	3 947	2 256	6 205	277 213	513 083	483 364		94·2	43 623	41 088	94·2	—	5 177
British Air Ferries	7	17	28	617	356	273		76·5	33	25	76·1	—	—
British Midland Airways	144	99	283	5 910	11 589	10 048		86·7	973	784	80·5	—	—
Dan-Air Services	4 136	2 859	6 836	307 138	506 165	456 838		90·3	40 489	36 549	90·3	—	—
Laker Airways	985	568	1 507	64 483	122 636	113 282		92·4	11 999	9 062	75·5	—	—
Monarch Airlines	1 033	656	1 628	87 075	162 981	145 885		89·5	15 882	13 092	82·4	—	97
TOTAL International Services	12 292	7 804	19 799	922 333	1 633 772	1 498 317		91·7	142 026	125 393	88·3	—	8 117
Domestic Services													
Dan-Air Services	3	4	9	192	124	124		100·0	11	11	100·0	—	—
TOTAL Domestic Services	3	4	9	192	124	124		100·0	11	11	100·0	—	—
GRAND TOTAL	12 294	7 808	19 808	922 525	1 633 897	1 498 442		91·7	142 037	125 404	88·3	—	8 117

All Class 4 Licence Operations July 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	162	40	222	—	5 634	53 966	52 311	96.9	6 471	4 717	72.9
British Airtours	106	44	152	2 843	3 481	20 074	18 265	91.0	1 827	1 600	87.6
British Caledonian Airways	212	182	353	—	15 596	23 522	19 607	83.4	2 184	1 701	77.9
Britannia Airways	185	114	296	5 177	7 780	24 105	21 051	87.3	2 052	1 789	87.2
British Midland Airways	3	4	8	—	213	210	206	97.9	17	16	94.2
Dan-Air Services	775	500	1 293	—	40 167	94 445	72 130	76.4	7 555	5 771	76.4
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	362	272	657	—	18 497	32 227	24 914	77.3	2 897	1 993	68.8
Monarch Airlines	510	415	883	97	41 891	64 766	52 676	81.3	6 482	4 859	75.0
TOTAL	2 316	1 571	3 863	8 117	133 259	313 314	261 160	83.4	29 485	22 445	76.1

xx Not supplied.

International Class 4 Licence Operations July 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	162	40	222	—	5 634	53 966	52 311	96.9	6 471	4 717	72.9
British Airtours	106	44	152	2 843	3 481	20 074	18 265	91.0	1 827	1 600	87.6
British Caledonian Airways	212	182	353	—	15 596	23 522	19 607	83.4	2 184	1 701	77.9
Britannia Airways	185	114	296	5 177	7 780	24 105	21 051	87.3	2 052	1 789	87.2
British Midland Airways	3	4	8	—	213	210	206	97.9	17	16	94.2
Dan-Air Services	775	500	1 293	—	40 167	94 445	72 130	76.4	7 555	5 771	76.4
Intra Airways	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Laker Airways	362	272	657	—	18 497	32 227	24 914	77.3	2 897	1 993	68.8
Monarch Airlines	510	415	883	97	41 891	64 766	52 676	81.3	6 482	4 859	75.0
TOTAL	2 316	1 571	3 863	8 117	133 259	313 314	261 160	83.4	29 485	22 445	76.1

xx Not supplied.

Domestic Class 4 Licence —Nil July 1978

Table 25.3

All Class 6 Licence Operations July 1978

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways	38	29	71	377	669	493	73.6
British Caledonian Airways	495	124	656	1 851	16 025	11 157	69.6
Air Freight	6	29	31	81	20	18	89.0
Air-Bridge Carriers	77	151	223	674	1 178	513	43.5
British Air Ferries	74	116	226	223	548	134	24.5
I.A.S. Cargo Airlines	321	103	449	1 362	12 288	10 062	81.9
Intra Airways	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	40	29	94	228	682	441	64.7
Pelican Air Transport	138	49	192	494	5 786	3 565	61.6
Redcoat Air Cargo	77	39	172	247	1 118	703	62.8
Tradewinds Airways	643	282	1 117	4 567	23 645	14 879	62.9
Transmeridian Air Cargo	678	238	1 237	2 556	22 421	13 079	58.3
TOTAL	2 588	1 189	4 468	12 658	84 381	55 044	65.2

xx Not supplied.

International Class 6 Licence Operations July 1978

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways	38	29	71	377	669	493	73.6
British Caledonian Airways	495	124	656	1 851	16 025	11 157	69.6
Air Freight	6	29	31	81	20	18	89.0
Air-Bridge Carriers	53	58	133	304	895	416	46.4
British Air Ferries	74	116	226	223	548	134	24.5
I.A.S. Cargo Airlines	321	103	449	1 362	12 288	10 062	81.9
Intra Airways	xx	xx	xx	xx	xx	xx	xx
Invicta International Airlines	40	29	94	228	682	441	64.7
Pelican Air Transport	138	49	192	494	5 786	3 565	61.6
Redcoat Air Cargo	77	39	172	247	1 118	703	62.8
Tradewinds Airways	643	282	1 117	4 567	23 645	14 879	62.9
Transmeridian Air Cargo	678	238	1 237	2 556	22 421	13 079	58.3
TOTAL	2 564	1 096	4 378	12 289	84 098	54 947	65.3

xx Not supplied.

Domestic Class 6 Licence Operations July 1978

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	24	93	90	370	283	97	34.4
TOTAL	24	93	90	370	283	97	34.4

All Class 7 Licence Operations July 1978

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	481	3 459	2 400	35 036	10 318	5 232	50.7	184	1 007	446	27	419	44.3
Bristow Helicopters	638	4 392	3 771	47 282	10 384	8 331	80.2	189	887	783	31	752	88.3
British Executive Air Services	141	6 665	887	29 210	1 974	618	31.3	30	183	60	1	59	32.8
Management Aviation	106	1 703	533	6 003	761	463	60.8	72	64	40	5	35	62.5
North Scottish Helicopters	219	5 529	1 095	16 587	876	657	75.0	—	68	51	—	51	75.0
TOTAL	1 585	21 748	8 686	134 118	24 313	15 301	62.9	475	2 209	1 380	64	1 316	62.5

International Class 7 Licence Operations July 1978

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	480	3 448	2 393	35 014	10 287	5 229	50.8	176	1 004	445	27	419	44.3
Bristow Helicopters	638	4 392	3 771	47 282	10 384	8 331	80.2	189	887	783	31	752	88.3
British Executive Air Services	141	6 665	887	29 210	1 974	618	31.3	30	183	60	1	59	32.8
Management Aviation	106	1 703	533	6 003	761	463	60.8	72	64	40	5	35	62.5
North Scottish Helicopters	219	5 529	1 095	16 587	876	657	75.0	—	68	51	—	51	75.0
TOTAL	1 584	21 737	8 680	134 096	24 282	15 298	63.0	467	2 206	1 379	63	1 316	62.5

Domestic Class 7 Licence Operations July 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	1	11	7	22	31	3	9.7	8	3	1	1	—	33.3
TOTAL	1	11	7	22	31	3	9.7	8	3	1	1	—	33.3

All Exempt Operations July 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	223	254	445	7 069	8 825	6 528	74.0	910	2 965	1 510	943	567	50.9
British Caledonian Airways	47	33	83	130	435	178	40.9	121	1 181	912	896	15	77.2
Air Anglia	41	171	145	349	283	90	32.0	—	29	9	—	9	29.7
Air Faisal	76	22	171	—	—	—	—	369	1 315	1 243	1 243	—	94.5
Air Freight	25	73	125	1 247	629	408	64.8	32	73	43	12	31	58.9
Air-Bridge Carriers	25	59	81	1 176	1 270	625	49.2	2	126	51	1	50	40.8
Alidair	62	177	192	5 882	3 521	2 065	58.7	8	338	166	2	163	48.9
Britannia Airways	64	102	115	10 817	8 329	6 801	81.7	—	708	578	—	578	81.7
British Air Ferries	50	125	181	950	643	324	50.3	174	219	102	72	30	46.5
British Island Airways	49	101	163	300	50	36	73.1	186	225	93	90	3	41.2
British Midland Airways	265	315	471	23 324	33 327	21 113	63.4	747	4 432	2 445	798	1 647	55.2
Dan-Air Services	385	958	1 375	28 287	20 012	13 308	66.5	47	1 679	1 131	16	1 115	67.4
General Aviation Services	31	96	139	—	—	—	—	197	108	55	55	—	50.6
I.A.S. Cargo Airlines	690	205	977	—	—	—	—	2 584	26 474	14 677	14 677	—	55.4
Laker Airways	2	2	4	226	254	207	81.6	—	25	17	—	17	67.0
Loganair	171	745	762	4 954	2 462	1 411	57.3	—	210	128	—	128	61.0
Monarch Airlines	14	4	18	—	1 000	—	—	12	229	82	82	—	35.8
Transmeridian Air Cargo	121	35	250	—	—	—	—	232	3 084	1 418	1 418	—	46.0
TOTAL	2 340	3 477	5 698	84 711	81 039	53 095	65.5	5 619	43 417	24 657	20 305	4 352	56.8

International Exempt Operations July 1978

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	215	228	419	6 323	8 307	6 262	75.4	910	2 920	1 487	943	545	50.9
British Caledonian Airways	47	33	83	130	435	178	40.9	121	1 181	912	896	15	77.2
Air Anglia	9	20	29	50	61	27	44.4	—	6	2	—	2	37.1
Air Faisal	76	22	171	—	—	—	—	369	1 315	1 243	1 243	—	94.5
Air Freight	12	27	55	288	235	141	59.9	26	36	21	10	11	57.7
Air-Bridge Carriers	25	56	79	1 152	1 247	621	49.8	2	123	51	1	50	41.4
Alldair	7	10	19	620	397	268	67.4	—	40	20	—	20	50.4
Britannia Airways	64	102	115	10 817	8 329	6 801	81.7	—	708	578	—	578	81.7
British Air Ferries	49	121	177	931	630	322	51.2	169	216	100	71	29	46.6
British Island Airways	1	3	3	146	36	34	96.5	—	3	3	—	3	89.1
British Midland Airways	148	104	239	10 734	23 433	14 483	61.8	688	3 480	1 894	765	1 130	54.4
Dan-Air Services	75	96	206	3 285	5 981	3 843	64.2	—	490	313	—	313	63.9
General Aviation Services	31	96	139	—	—	—	—	197	108	55	55	—	50.6
I.A.S. Cargo Airlines	690	205	977	—	—	—	—	2 584	26 474	14 677	14 677	—	55.4
Laker Airways	2	2	4	226	254	207	81.6	—	25	17	—	17	67.0
Monarch Airlines	14	4	18	—	1 000	—	—	12	229	82	82	—	35.8
Transmeridian Air Cargo	121	35	250	—	—	—	—	232	3 084	1 418	1 418	—	46.0
TOTAL	1 585	1 164	2 981	34 702	50 344	33 187	65.9	5 309	40 437	22 873	20 161	2 712	56.6

Domestic Exempt Operations July 1978

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	8	26	26	746	517	265	51.3	—	44	22	—	22	50.2
Air Anglia	32	151	116	299	222	63	28.6	—	23	6	—	6	27.7
Air Freight	13	46	71	959	394	267	67.8	6	36	22	2	20	60.1
Air-Bridge Carriers	—	3	2	24	24	4	16.0	—	2	—	—	—	12.2
Alidair	55	167	174	5 262	3 123	1 798	57.6	8	298	146	2	143	48.7
British Air Ferries	1	4	4	19	14	1	10.8	4	3	2	1	—	43.0
British Island Airways	48	98	160	154	14	2	14.0	186	221	90	90	—	40.5
British Midland Airways	116	211	233	12 590	9 894	6 630	67.0	59	952	550	33	517	57.8
Dan-Air Services	310	862	1 169	25 002	14 031	9 465	67.5	47	1 189	818	15	802	68.8
Loganair	171	745	762	4 954	2 462	1 411	57.3	—	210	128	—	128	61.0
TOTAL	755	2 313	2 717	50 009	30 695	19 908	64.9	310	2 980	1 784	144	1 640	59.8

Class 5 Operations for UK Operators July 1978

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometre used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	3	2	5	148	297	222	74.7	..	24	22	—	—	22	91.7
British Airtours	88	28	97	4 460	16 577	13 754	83.0	..	1 509	1 201	—	—	1 201	79.6
Air-Bridge Carriers	2	2	4	33	100	33	33.0	..	10	3	—	—	3	30.0
Alidair	104	382	368	15 607	6 240	4 034	64.6	..	457	300	—	8	292	65.6
British Island Airways	1	5	5	226	40	36	90.0	..	4	3	—	—	3	75.0
Dan-Air Services	110	50	187	1 341	1 833	1 513	82.5	..	3 902	3 058	—	2 936	122	78.4
General Aviation Services	—	2	3	—	—	—	—	..	2	2	—	2	—	100.0
Intra Airways	xx	xx	xx	xx	xx	xx	xx	..	xx	xx	xx	xx	xx	xx
TOTAL	308	471	668	21 815	25 087	19 592	78.1	..	5 908	4 589	—	2 946	1 643	77.7

xx Not Supplied

Class 5 Operations for Non-UK Operators July 1978

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometre used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	47	32	77	2 865	4 862	4 577	94.1	..	461	410	11	16	383	88.9
British Airtours	188	55	249	7 347	35 524	25 108	70.7	..	3 233	2 210	—	—	2 210	68.4
British Caledonian Airways	16	2	19	86	2 163	679	31.4	..	194	61	—	—	61	31.4
Air Freight	11	31	51	—	—	—	—	..	41	26	—	26	—	63.4
British Island Airways	24	62	76	—	—	—	—	..	118	68	—	68	—	57.6
British Midland Airways	555	441	926	43 147	77 355	51 592	66.7	..	11 169	5 953	—	1 929	4 024	53.3
Dan-Air Services	87	28	113	3 252	16 443	10 088	61.4	..	1 814	812	—	5	807	44.8
Intra Airways	xx	xx	xx	xx	xx	xx	xx	..	xx	xx	xx	xx	xx	xx
Laker Airways	260	68	347	7 384	49 178	40 402	82.2	..	4 944	3 232	—	—	3 232	65.4
Monarch Airlines	26	10	38	933	4 476	3 058	68.3	..	435	277	—	—	277	63.7
Tradewinds Airways	69	14	90	—	—	—	—	..	2 947	1 418	—	1 418	—	48.1
Transmeridian Air Cargo	56	11	98	—	—	—	—	..	1 551	812	—	812	—	52.4
TOTAL	1 339	754	2 084	65 014	190 001	135 504	71.3	..	26 907	15 279	11	4 274	10 994	56.8

xx Not Supplied

Aircraft Type and Utilisation — All Airlines

July 1978

Table 30.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended June 1978	Daily Utilisation per Aircraft (hrs) Quarter ended June 1978
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	X 179	826	—	879	—	10 023	2 172	9	2.9
Aviation Traders Carvair	57	6	54	7	146	83	44	2	2.5
Aviation Traders Merchantman	473	—	530	—	836	—	—	6	5.1
AW650 Argosy	44	—	150	—	163	—	—	3	2.1
BAC 111-200	875	1 793	4	1 991	5	88 687	47 108	9	6.0
BAC 111-300/400	2 396	2 625	—	4 453	—	161 069	162 596	17	7.7
BAC 111-500	4 810	6 507	37	9 229	44	458 588	390 082	36	7.8
BAC/Aerospatiale Concorde	739	133	—	530	—	7 520	41 775	5	3.1
Bell 212 Twin	X 154	7 092	—	959	—	31 542	690	8	3.8
Boeing 707 138B	461	235	—	676	—	33 495	64 088	2	10.7
Boeing 707-120/120B	226	157	—	360	—	20 845	33 909	1	6.9
Boeing 707-320C/336	6 583	1 538	566	6 207	2 570	147 595	546 956	32	8.4
Boeing 707-420	1 753	835	—	2 742	—	137 851	296 704	9	7.5
Boeing 720/720B	705	400	—	1 060	—	57 984	102 564	3	8.1
Boeing 727-100	1 702	963	—	2 578	—	113 967	204 014	8	8.9
Boeing 737-200	4 196	2 472	—	6 615	—	300 987	511 217	16	10.9
Boeing 747-100	5 940	1 508	—	7 686	—	256 427	1 736 337	18	12.7
Boeing 747-200	2 521	471	—	3 110	—	73 838	682 729	7	12.0
Bristol Britannia 300	246	—	111	—	548	—	—	5	4.4
Britten-Norman Islander	140	1 695	—	669	—	6 385	492	11	1.8
Britten-Norman Trislander	263	2 763	—	1 373	—	28 862	2 641	14	2.7
Canadair CL 44	801	—	320	—	1 732	—	—	10	5.3
Cessna 404 Titan	103	232	—	400	—	1 331	606	..	..
DC3 Dakota/Pionair	96	61	277	103	359	1 247	408	10	(a) 2.3
DH 106 Comet 4B/C	1 201	821	—	2 057	—	87 978	131 093	11	4.8
DHC 6 Twin-Otter	136	629	—	608	—	6 162	1 506	5	3.4
Embraer Bandeirante	57	104	—	177	—	520	281	..	..
Fokker Friendship 100/600	699	1 568	—	1 895	—	33 150	17 118	9	7.1
Hawker Siddeley 121 Trident 1C	773	1 453	—	1 477	—	101 196	54 469	11	3.1
Hawker Siddeley 121 Trident 1E	262	460	—	736	—	41 911	24 171	4	6.4
Hawker Siddeley 121 Trident 2E	1 755	1 472	—	2 912	—	110 546	130 121	16	5.3
Hawker Siddeley 121 Trident 3B	2 666	3 551	—	5 202	—	376 288	282 615	25	6.5
HP Herald 100/200	986	3 416	602	3 155	633	98 013	21 984	29	4.3
HS 748	748	2 408	—	2 718	—	64 611	23 086	20	4.0
Lockheed L1011 Tristar	1 454	829	—	2 207	—	155 387	278 985	9	7.5
MBB BO 105	X 286	6 934	11	1 426	4	21 002	856	3	(b) 4.0
McDonnell-Douglas DC10-10	1 464	266	—	1 918	—	78 205	445 631	4	12.9
McDonnell-Douglas DC8-54F/55F	1 045	—	332	—	1 445	—	—	6	8.5
McDonnell-Douglas DC9-10 to 40	348	566	—	685	—	34 969	22 828	2	8.0
McDonnell-Douglas DC-10-30	545	167	—	713	—	14 759	92 092	2	10.8
Piper PA23 Aztec (and Apache)	X 12	72	—	49	—	143	24	2	0.6
Piper PA31 Navajo (All Series)	238	1 113	—	875	—	3 460	828	10	(c) 2.9
Sikorsky 58T	A 142	1 342	74	834	22	9 897	1 024	10	2.9
Sikorsky S61N	A 827	5 459	—	4 504	—	74 906	11 338	42	3.7
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 022	919	—	4 138	—	62 205	306 613	15	9.1
Vickers Viscount 700	166	540	19	536	24	21 489	6 099	5	3.5
Vickers Viscount 700D/800/810	1 469	4 929	—	4 866	—	196 259	64 431	31	4.6
Westland Wessex	A 53	1 135	—	382	—	5 094	238	4	2.9
TOTAL	55 816	72 465	3 087	95 697	8 531	3 536 476	6 744 568	517	6.0

(a) Excludes General Aviation Services.

(b) Excludes North Scottish Helicopters.

(c) Excludes Air Wales.

Aircraft Type and Utilisation — Individual Airlines Table 30.2

July 1978

	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
British Airways							
HS 748	85	376 —	274 —	10 038	2 709	2	4·6
Vickers Viscount 700D/800/810	879	3 274 —	3 040 —	132 503	38 556	19	4·5
BAC 111—300/400	677	1 395 —	1 500 —	70 706	33 091	7	6·4
BAC 111—500	1 845	3 794 —	3 952 —	226 575	109 330	18	7·1
Hawker Siddeley 121 Trident 2E	1 755	1 472 —	2 912 —	110 546	130 121	16	5·3
Aviation Traders Merchantman	430	— 490	— 741	—	—	5	5·3
Hawker Siddeley 121 Trident 1C	773	1 453 —	1 477 —	101 196	54 469	11	3·1
Hawker Siddeley 121 Trident 3B	2 666	3 551 —	5 202 —	376 288	282 615	25	6·5
Hawker Siddeley 121 Trident 1E	262	460 —	736 —	41 911	24 171	4	6·4
Vickers Super VC10	3 022	919 —	4 138 —	62 205	306 613	15	9·1
Vickers VC10	—	— —	— —	—	—	1	—
Lockheed L1011 Tristar	1 454	829 —	2 207 —	155 387	278 985	9	7·5
Boeing 707—320C/336	2 457	469 236	2 057 1 057	37 195	183 963	11	10·1
Boeing 747—100	5 940	1 508 —	7 686 —	256 427	1 736 337	18	12·7
Boeing 747—200	2 521	471 —	3 110 —	73 838	682 729	7	12·0
BAC/Aerospatiale Concorde	739	133 —	530 —	7 520	41 775	5	3·1
TOTAL	25 505	20 104 726	38 821 1 798	1 662 335	3 905 463	173	7·2
British Airtours							
Boeing 707—420	1 753	835 —	2 742 —	137 851	296 704	9	7·5
British Airways Helicopters							
Sikorsky S61N	480	3 320 —	2 393 —	45 060	5 888	23	3·4
Sikorsky 58T	20	233 —	107 —	1 116	94	2	2·0
Bell 212 Twin	13	427 —	72 —	2 332	72	1	1·2
TOTAL	513	3 980 —	2 572 —	48 508	6 054	26	3·2
British Caledonian Airways							
Piper PA31 Navajo (All Series)	31	154 —	157 —	300	64	2	3·1
BAC 111—200	652	1 490 4	1 540 5	69 348	32 464	7	6·1
BAC 111—500	1 223	1 337 37	2 254 44	92 280	99 922	9	7·5
Boeing 707—320C/336	2 258	341 211	1 904 1 047	25 849	142 363	9	9·9
McDonnell-Douglas DC10—30	545	167 —	713 —	14 759	92 092	2	10·8
Sikorsky S61N	24	604 —	151 —	4 874	195	1	4·9
TOTAL	4 734	4 093 252	6 719 1 096	207 410	367 100	30	7·9
Air Anglia							
Fokker Friendship 100/600	699	1 568 —	1 895 —	33 150	17 118	9	7·1
Piper PA31 Navajo (All Series)	183	841 —	623 —	2 733	677	8	2·9
TOTAL	882	2 409 —	2 518 —	35 883	17 796	17	5·1
Air Faisal							
Bristol Britannia 300	76	— 22	— 171	—	—	2	2·2
Air Freight							
DC3 Dakota/Pionair	65	61 179	103 217	1 247	408	5	2·2
Air Wales							
Piper PA Navajo (All Series)	24	118 —	95 —	427	86	..	..
Embraer Bandeirante	57	104 —	177 —	520	281	..	..
TOTAL	81	222 —	272 —	947	368	..	..

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
Air Westward									
Cessna 404 Titan	103	232	—	400	—	1 331	606	..	..
Air-Bridge Carriers									
HP Herald 100/200	49	61	133	85	86	1 209	658	3	1.7
AW650 Argosy	44	—	150	—	163	—	—	3	2.1
Aviation Traders Merchantman	43	—	40	—	95	—	—	1	3.9
TOTAL	135	61	323	85	344	1 209	658	7	2.3
Alidair									
Vickers Viscount 700	166	540	19	536	24	21 489	6 099	5	3.5
Aurigny Air Services									
Britten-Norman Trislander	128	2 072	—	705	—	22 550	1 401	6	3.3
Britten-Norman Islander	8	122	—	46	—	711	47	2	0.6
TOTAL	136	2 194	—	751	—	23 261	1 448	8	2.6
Bristow Helicopters									
Sikorsky S61N	323	1 535	—	1 960	—	24 972	5 255	18	4.0
Westland Wessex	53	1 135	—	382	—	5 094	238	4	2.9
Sikorsky 58T	83	896	—	550	—	7 193	666	6	3.0
Aerospatiale SA330J Puma	179	826	—	879	—	10 023	2 172	9	2.9
TOTAL	638	4 392	—	3 771	—	47 282	8 331	37	3.5
Britannia Airways									
Boeing 737-200	4 196	2 472	—	6 615	—	300 987	511 217	16	10.9
British Air Ferries									
HP Herald 100/200	310	1 056	62	1 092	80	22 134	5 241	12	3.1
Aviation Traders Carvair	57	6	54	7	146	83	44	2	2.5
TOTAL	367	1 062	116	1 099	226	22 217	5 285	14	3.0
British Executive Air Services									
Bell 212 Twin	141	6 665	—	887	—	29 210	618	7	4.2
British Island Airways									
HP Herald 100/200	593	2 195	407	1 844	467	71 623	15 055	13	6.3
British Midland Airways									
Vickers Viscount 700D/800/810	590	1 655	—	1 826	—	63 756	25 875	9	5.0
McDonnell-Douglas DC9-10 to 40	348	566	—	685	—	34 969	22 828	2	8.0
Boeing 707-320C/336	658	477	39	951	140	50 965	62 411	5	5.9
TOTAL	1 596	2 698	39	3 462	140	149 690	111 115	16	5.8
Brymon Airways									
Britten-Norman Islander	10	77	—	53	—	405	51	1	1.9
HP Herald 100/200	35	104	—	134	—	3 047	1 030	1	2.4
DHC 6 Twin-Otter	70	405	—	318	—	3 607	754	2	4.3
TOTAL	115	586	—	505	—	7 059	1 836	4	3.3

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
Dan-Air Services							
HS 748	663	2 032 —	2 444 —	54 573	20 378	18	4.0
BAC 111-200	223	303 —	451 —	19 339	14 645	2	5.6
BAC 111-300/400	764	620 —	1 377 —	44 644	56 159	5	7.9
BAC 111-500	1 089	848 —	1 874 —	88 566	115 684	6	9.7
DH 106 Comet 4B/C	1 201	821 —	2 057 —	87 978	131 093	11	4.8
Boeing 727-100	1 702	963 —	2 578 —	113 967	204 014	8	8.9
Boeing 707-320C/336	360	101 31	360 134	12 232	38 340	5	4.0
TOTAL	6 003	5 688 31	11 141 134	421 299	580 312	55	5.9
General Aviation Services							
DC3 Dakota/Pionair	31	— 98	— 142	—	—	..	..
Haywards Aviation							
Britten-Norman Islander	14	70 —	69 —	325	67	1	1.4
Piper PA 23 Aztec (and Apache)	12	72 —	49 —	143	24	2	0.6
TOTAL	26	142 —	118 —	468	91	3	0.8
I.A.S. Cargo Airlines							
Bristol Britannia 300	52	— 21	— 111	—	—	1	7.4
McDonnell-Douglas DC8-54F/55F	775	— 234	— 1 061	—	—	4	9.6
TOTAL	827	— 255	— 1 172	—	—	5	9.2
Intra Airways							
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
TOTAL	xx	xx xx	xx xx	xx	xx	8	3.0
Invicta International Airlines							
Bristol Britannia 300	40	— 29	— 94	—	—	1	5.6
Laker Airways							
BAC 111-300/400	954	610 —	1 576 —	45 719	73 347	5	9.4
McDonnell-Douglas DC10-10	1 464	266 —	1 918 —	78 205	445 631	4	12.9
Boeing 707-320C/336	711	150 —	935 —	21 354	119 880	2	10.7
Boeing 707 138B	461	235 —	676 —	33 495	64 088	2	11.1
TOTAL	3 591	1 261 —	5 105 —	178 773	702 946	13	10.9
Loganair							
Britten-Norman Trislander	135	691 —	668 —	6 312	1 240	8	2.3
Britten-Norman Islander	107	1 426 —	501 —	4 944	328	7	2.3
DHC 6 Twin-Otter	66	224 —	290 —	2 555	752	3	2.6
TOTAL	308	2 341 —	1 459 —	13 811	2 320	18	2.3
Management Aviation							
Sikorsky 58T	39	213 74	177 22	1 588	264	2	3.4
MBB BO 105	67	1 405 11	331 4	4 415	199	3	4.0
TOTAL	106	1 618 85	508 26	6 003	463	5	3.8

Table 30.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1978	Daily utilisation per aircraft (hrs) Quarter ended June 1978
		Passenger	Cargo	Passenger	Cargo				
Monarch Airlines									
BAC 111-500	652	528	—	1 149	—	51 167	65 146	3	8.9
Boeing 707-120/120B	226	157	—	360	—	20 845	33 909	1	6.9
Boeing 720/720B	705	400	—	1 060	—	57 984	102 564	3	8.1
TOTAL	1 583	1 085	—	2 569	—	129 996	201 619	7	8.2
North Scottish Helicopters									
MBB BO 105	219	5 529	—	1 095	—	16 587	657	..	..
Pelican Air Transport									
Boeing 707-320C/336	138	—	49	—	192	—	—	—	—
Redcoat Air Cargo									
Bristol Britannia 300	77	—	39	—	172	—	—	1	5.5
Tradewinds Airways									
Canadair CL 44	217	—	134	—	531	—	—	3	6.1
Transmeridian Air Cargo									
Canadair CL 44	584	—	186	—	1 201	—	—	7	5.0
McDonnell-Douglas DC8-54F/55F	270	—	98	—	384	—	—	2	6.6
TOTAL	855	—	284	—	1 585	—	—	9	5.3
GRAND TOTAL	55 816	72 465	3 087	95 697	8 531	3 536 476	6 744 568	517	6.1

xx Not Supplied.

Operations Subject to Variable Charge by Type of Licence for July 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
Chargeable Operations (Own Aircraft)					
Class 1	750 085	490 163	97 412	392 751	65.3
Class 2	58 533	39 336	—	39 336	67.2
Class 3	142 031	125 398	—	125 398	88.2
Class 4	28 517	21 501	—	21 501	75.3
Class 5A	5 908	4 589	2 946	1 643	77.6
Class 6	66 484	44 693	44 689	4	67.2
Class 7	1 904	1 239	62	1 177	64.8
TOTAL	1 053 462	726 920	145 109	581 811	69.0
Non-chargeable Operations					
Aircraft hired from Foreign Operations	44 149	27 901	14 469	13 432	63.1
Exempt Services	35 536	19 292	15 138	4 155	54.2
Class 5B	23 960	13 861	2 867	10 994	57.8
Exempt Aircraft	891	480	8	473	53.8
TOTAL	104 536	61 534	32 481	29 053	58.8
GRAND TOTAL	1 157 998	788 454	177 590	610 864	68.0

Output by Type of Licence and Aircraft Ownership for July 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	750 671	952	22 973	774 596
Class 2	58 533	—	—	58 533
Class 3	142 031	6	—	142 037
Class 4	28 517	968	—	29 485
Class 6	66 484	740	17 156	84 381
Class 7	2 209	—	—	2 209
Exempt Services	35 536	6 808	1 073	43 417
TOTAL	1 083 981	9 474	41 202	1 134 658
Class 5A	5 908	—	—	5 908
Class 5B	23 960	—	2 947	26 907
TOTAL	29 868	—	2 947	32 815
GRAND TOTAL	1 113 849	9 474	44 149	1 167 473

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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	—	—
ALL OPERATORS TOTAL	19 252	18 712.6	25 815	25 540.5

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

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

**Non-scheduled
or charter services**

include all air transport flights other than scheduled services.

Separate fare charters

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

Inclusive tour

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

**Advance booking
charters**

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

Sole-use charters

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

Licence

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute flights;

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

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

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

Exempt operations

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

Cargo

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

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

Appendix B Measures and their Computation

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

Aircraft accident An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.

Aircraft days available The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.

Aircraft departures The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.

Aircraft hours An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.

Aircraft hours flown per day This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.

Aircraft kilometres performed Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.

Aircraft movements An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.

All cargo services Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.

Baggage Personal property of passengers and crew carried on an aircraft by agreement with the operator.

**Block-to-block/
chock-to-chock time** The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.

Capacity offered per aircraft hour This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.

Capacity offered per flight This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.

Cargo (or mail) tonne-kilometres performed A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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

Seats available per aircraft This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.

Speed flown per aircraft This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.

Stage distance flown per aircraft The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.

Tonne-kilometres available A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

Tonne-kilometres performed A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

Tonnes available The capacity of the aircraft for the carriage of payload measured in tonnes.

Weight load factor Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.