

Miss Esdaile

Civil Aviation Authority



CAA Monthly Statistics
(up to and including April 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, 16–18 and 20 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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Tel. 01 379 7311 Ext. 2504

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

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

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

The series comprise:

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

Activity at UK Airports

Air transport movements during the month of April 1978 reached a level of 64 000 (13.5 per cent growth against April 1977; the proportion of all-freight movements was 5.9 per cent of the total. London area movements accounted for almost 32 000 (15.1 per cent growth as compared with the previous year). Heathrow reported 5106 additional movements (31.1 per cent growth) and Southend 21 additional movements (1.7 per cent growth). Gatwick reported 517 fewer movements (6.6 per cent decline), Luton 353 fewer movements (18.9 per cent decline) and Stansted 61 fewer movements (14.4 per cent decline). Outside the London area, 11.9 per cent growth was reported (33 000 movements). Glasgow reported the greatest increase in actual movements (1006 additional movements; 43.0 per cent growth), followed by Manchester and Tees-side with 687 additional movements (22.0 per cent growth) and 684 additional movements (more than one fold growth) respectively. Southampton reported the heaviest fall in movements (457 fewer movements; 34.6 per cent decline), followed by Isles of Scilly and Bournemouth with 122 fewer movements (21.6 per cent decline) and 91 fewer movements (11.4 per cent decline) respectively. Scheduled movements rose by 19.9 per cent and charter movements declined by 3.4 per cent. UK operators' share of scheduled movements rose 7.1 percentage points to stand at 76.6 per cent of the total and their share of charter movements rose marginally to stand at 88.9 per cent of the total.

The number of terminal passengers reported by UK airports was 3.9 million, which represented a growth of 16.1 per cent as compared with the same month in the previous year. London area passengers accounted for 2.8 million (14.2 per cent growth), Heathrow reporting 455 035 additional passengers (28.3 per cent growth). Gatwick reported 68 654 fewer passengers (11.3 per cent decline), Luton 33 837 fewer passengers (19.1 per cent decline), Southend 2754 fewer passengers (12.6 per cent decline) and Stansted 2294 fewer passengers (7.9 per cent decline). Outside the London area, 1.1 million passengers used UK airports (21.2 per cent growth as compared with April 1977). Manchester and Glasgow reported the greatest increases in passengers handled (62 008 additional passengers; 36.3 per cent and 55 175 additional passengers; 55.1 per cent growth respectively), followed by Aberdeen with 31 279 additional passengers (50.8 per cent growth). Southampton reported the heaviest fall in passengers (18 569 fewer passengers; 47.3 per cent decline), followed by East Midlands and Bournemouth with 4395 fewer passengers (10.7 per cent decline) and 3498 fewer passengers (19.3 per cent decline) respectively. Passengers travelling on scheduled services rose 25.6 per cent and those travelling on charter services declined by 9.2 per cent. The UK operators' share of scheduled traffic rose 6.1 percentage points to stand at 57.8 per cent of the total and their share of

charter traffic rose 1.1 percentage points to 83.9 per cent.

2.8 million passengers travelled on international services in April 1978 (5.8 per cent growth as compared with April 1977). Scheduled services carried 13.5 per cent more passengers and charter services declined by 10.8 per cent. The most heavily used scheduled routes were those to USA with 15.2 per cent of the total (42.8 per cent growth), followed by those to France and Germany with 12.4 per cent of the total (12.6 per cent growth) and 8.6 per cent of the total (18.7 per cent growth) respectively. Services to Spain carried 35.6 per cent of total charter passengers (a marginal decline), services to Italy carried 11.7 per cent of the total (18.6 per cent decline) and those to Germany 6.9 per cent of the traffic (24.0 per cent decline).

During April 1978, air freight handled at UK airports amounted to 64 000 tonnes (15.3 per cent growth as compared with April 1977); 36 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage rose by 16.7 per cent to 53 000 tonnes. Heathrow reported 14.8 per cent growth (4982 additional tonnes), Gatwick 31.0 per cent growth (2518 additional tonnes), Southend 18.0 per cent growth (87 additional tonnes) and Stansted 2.6 per cent growth (65 additional tonnes); Luton reported 87 fewer tonnes (13.4 per cent decline). Over the rest of the UK, tonnage increased 8.8 per cent. Belfast reported the greatest increase in tonnage handled (827 additional tonnes; more than one fold growth), followed by Prestwick and Blackpool with 556 additional tonnes (38.2 per cent growth) and 385 tonnes (almost nine fold growth) respectively. Manchester reported the heaviest fall in tonnage (682 fewer tonnes; 26.0 per cent decline), followed by Liverpool and Glasgow with 206 fewer tonnes (20.8 per cent decline) and 140 fewer tonnes (13.0 per cent decline) respectively. Freight carried on scheduled services rose 12.8 per cent, as compared with the previous year, and that carried on charter services rose 23.9 per cent. The UK operators' share of scheduled tonnage rose 12.9 percentage points to stand at 44.3 per cent of the total and their share of tonnage carried on charter services rose 6.8 percentage points to 90.5 per cent.

Output of UK Airlines

The output of UK airlines for all services in April 1978 was 948 million available tonne-kilometres an increase of 23.8 per cent on April 1977.

The scheduled service output of 637 million available tonne-kilometres was 30.6 per cent higher than a year earlier. The overall load factor was 57.7 per cent compared with 52.3 the previous year. Seat kilometres used

were 58·6 per cent of those available. Seat factors on domestic and international scheduled services were 60·0 and 58·6 per cent respectively compared with 64·0 and 54·3 per cent a year earlier. The non-scheduled output of 310 million available tonne-kilometres was 10·7 per cent higher than in April 1977. Advance Booking Charters and Inclusive Tour Charters accounted for 31·4 and 88·9 million available tonne-kilometres respectively compared with 29·1 and 92·4

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 significant differences arise because airlines are not asked to report non-revenue passengers and cargo.

Size Structure of UK Airports and Airlines Year ended 31 March 1978

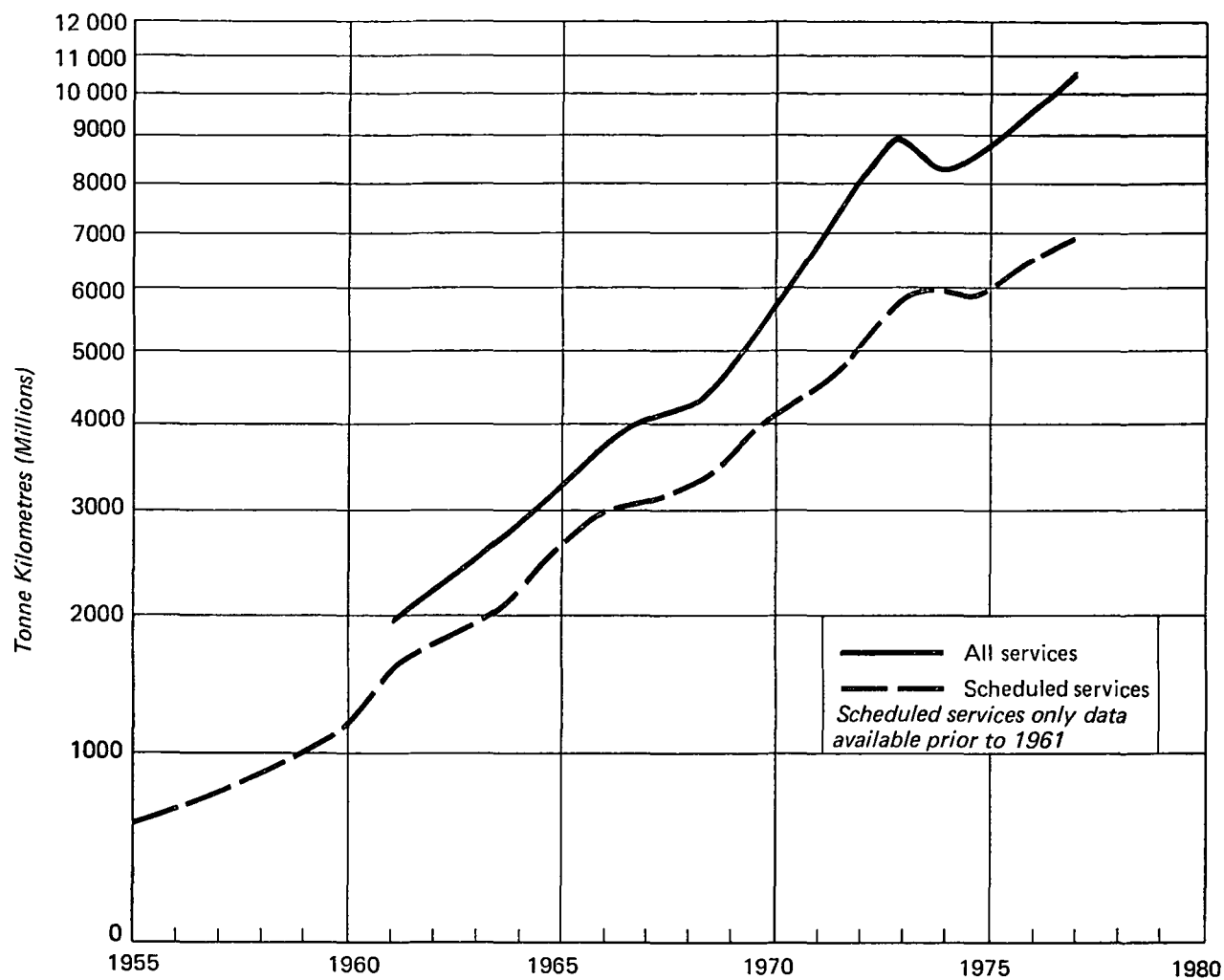
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 596	50.61	100	100.00
Gatwick	6 755	14.49	98	49.39
Manchester	2 842	6.10	95	34.90
Luton	1 998	4.28	93	28.81
Glasgow	1 780	3.82	91	24.52
Birmingham	1 086	2.33	89	20.70
Belfast	1 059	2.27	86	18.38
Edinburgh	1 008	2.16	84	16.10
Aberdeen	997	2.14	82	13.94
Newcastle	629	1.35	80	11.80
Sumburgh	481	1.03	77	10.46
East Midlands	478	1.02	75	9.42
Prestwick	386	0.83	73	8.40
Isle of Man	332	0.71	70	7.57
Southampton	295	0.63	68	6.86
Stansted	291	0.62	66	6.23
Leeds/Bradford	282	0.61	64	5.60
Southend	250	0.54	61	5.00
Liverpool	238	0.51	59	4.46
Tees-side	231	0.50	57	3.95
Bristol	222	0.48	55	3.46
Cardiff	204	0.44	52	2.98
Other 22 Airports	1 185	2.54	50	2.54

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	6 548	60.37	100	100.00
British Caledonian	966	8.91	97	39.63
Dan-Air Services	636	5.86	95	30.72
Laker Airways	564	5.19	92	24.85
I.A.S. Cargo Airlines	464	4.27	89	19.60
Britannia Airways	398	3.66	86	15.31
Transmeridian Air Cargo	261	2.40	84	11.64
British Airtours	249	2.29	81	9.24
Tradewinds Airways	217	1.99	78	6.95
British Midland Airways	207	1.90	76	4.96
Monarch Airlines	176	1.62	73	3.07
Air Anglia	34	0.31	70	1.46
British Island Airways	25	0.23	68	1.15
British Air Ferries	14	0.13	65	0.92
Alidair	11	0.10	62	0.79
Invicta International	4	0.04	59	0.69
Other (21 airlines)	74	0.68	57	0.69

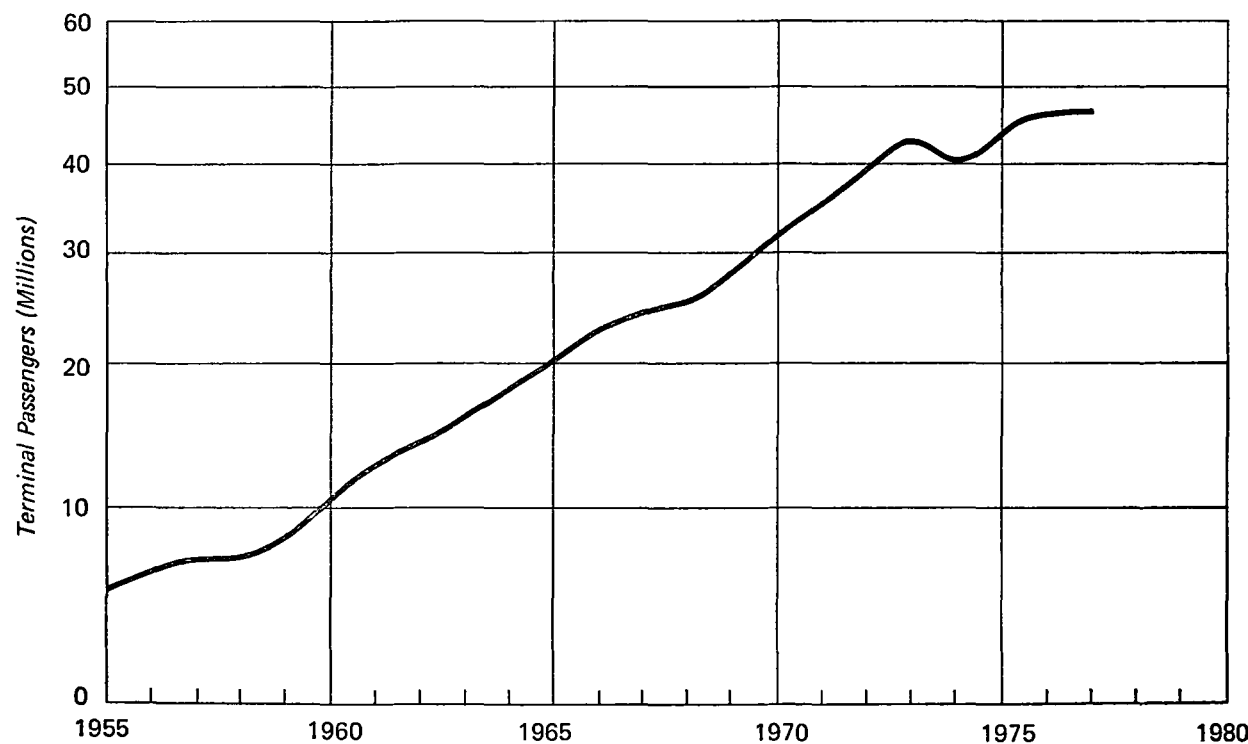
Output of UK Airlines

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	8 283	5 745	2 538
1975	1 911	701	41 846	8 927	5 984	2 943
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
Year ended						
April 1977	1 895	743	45 325	9 852	6 567	3 285
April 1978	1 374	785	47 162	11 050	7 240	3 811
Latest year's growth (percentages)						
	-27.5	5.6	4.1	12.2	10.2	16.0
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)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
1976 October	64.4	3 982.8	35.3	1 925.6	13.5	762.9	13.3	1 085.5	2.4	208.8
November	53.7	2 983.8	30.8	1 568.4	10.5	456.3	10.9	850.3	1.5	108.8
December	52.2	2 914.6	29.5	1 506.4	10.2	446.4	11.2	874.2	1.3	87.5
1977 January	52.6	2 955.5	29.8	1 510.4	10.4	487.0	11.3	885.7	1.1	72.4
February	49.4	2 644.9	28.1	1 400.7	10.0	447.3	10.3	728.9	1.0	68.1
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
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9
December	56.1	3 043.9	31.5	1 576.8	12.5	497.5	10.8	885.9	1.2	83.7
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
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

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	1 904.3	846.7	759.2	87.7	1 057.6	773.4	168.1	116.2
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
3rd quarter	555.4	250.3	224.2	26.2	305.0	234.0	43.3	27.8
4th quarter	414.3	197.9	176.6	21.4	216.4	151.7	38.6	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
1976 October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	81.9	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1
October	148.3	70.0	61.6	8.5	78.3	57.8	10.9	9.5
November	143.3	65.6	58.9	6.7	77.7	52.4	16.5	8.8
December	122.7	62.3	56.1	6.2	60.4	41.5	11.2	7.7
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.8	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

Air Transport Movements by Airports

Table 5

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

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
1976 October	2 811.7	32.5	61.4	96.3	371.5	54.5	386.2	16.5	48.8	103.4	180.5
November	2 129.6	20.5	40.8	78.7	290.9	46.9	261.3	11.8	26.3	77.2	91.3
December	2 135.2	16.9	30.0	67.7	272.6	45.2	232.1	9.5	18.1	87.5	86.0
1977 January	2 170.1	13.4	28.0	70.4	273.9	45.2	237.4	15.0	16.1	86.0	66.6
February	1 896.9	17.4	33.9	72.2	245.5	42.7	226.3	15.1	18.6	76.2	72.3
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
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
November	2 229.7	24.4	43.7	84.7	296.8	72.3	253.8	10.8	25.7	80.4	95.9
December	2 213.1	20.7	32.4	72.6	282.3	64.6	229.8	9.8	22.9	95.6	83.0
1978 January	2 253.5	13.9	31.0	79.0	287.2	67.9	243.5	12.8	20.0	92.2	65.9
February	1 956.0	15.5	35.2	74.5	280.6	72.8	245.5	8.3	18.1	78.8	66.9
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

Cargo Taken Up and Set Down by Airports

Table 7

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

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	2 2169.5	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
1976 October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.5	262.6	10.3	50.4	201.9	56.7	3 589.5	2 222.1	61.9
February	468.5	256.4	12.0	64.8	179.6	54.7	3 568.5	1 956.4	54.8
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
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
November	570.1	332.8	14.3	88.5	230.0	58.4	4 425.9	2 493.7	56.3
December	644.4	379.5	19.2	87.7	272.5	58.9	5 026.3	2 964.2	59.0
1978 January	545.2	313.2	11.9	65.7	235.7	57.5	4 292.2	2 556.3	59.6
February	539.3	298.7	12.8	78.2	207.7	55.4	4 200.7	2 246.2	53.5
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

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1968	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
1976 October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
December	27.0	13.8	0.2	0.8	12.7	51.0	264.4	151.0	57.1
1977 January	27.2	13.7	0.2	0.9	12.6	50.4	265.4	148.7	56.0
February	24.9	13.0	0.2	1.0	11.8	52.1	243.5	140.2	57.6
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
October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	66.0
November	24.8	13.6	0.2	0.9	12.4	54.8	256.2	146.3	57.1
December	24.2	13.0	0.2	0.8	12.0	53.9	250.2	140.8	56.3
1978 January	25.4	13.3	0.2	0.8	12.2	52.2	264.1	144.0	54.5
February	24.5	12.8	0.2	0.8	11.8	52.4	254.0	139.7	55.0
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

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
1976 October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	436.3	248.9	10.0	49.6	189.3	57.1	3 324.0	2 073.4	62.4
February	443.5	243.3	11.8	63.9	167.7	54.9	3 325.1	1 816.3	54.6
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
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 347.3	56.3
December	620.2	366.4	19.0	86.8	260.6	59.1	4 776.1	2 823.3	59.1
1978 January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4
March	632.8	359.1	14.7	84.1	260.3	56.7	4 859.0	2 803.1	57.7
April	607.4	351.0	13.7	82.1	255.2	57.8	4 691.6	2 749.8	58.6

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1976 1st quarter	558.3	27.4	164.8	8.1	60.8	3.0	332.7	16.4
2nd quarter	803.6	31.9	333.0	13.2	166.8	6.6	304.0	12.1
3rd quarter	1 033.2	36.3	425.6	15.0	281.6	9.9	326.0	11.5
4th quarter	730.2	31.4	222.2	9.6	122.4	5.3	385.6	16.6
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978 1st quarter	783.5	31.0	192.8	7.6	104.5	4.1	486.3	19.2
1976 October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	218.7	31.3	58.8	8.4	29.3	4.2	130.6	18.7
December	225.6	28.2	56.4	7.1	41.5	5.2	127.7	16.0
1977 January	217.0	31.9	60.1	8.8	33.8	5.0	123.2	18.1
February	200.7	30.0	54.4	8.1	19.7	2.9	126.6	18.9
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
October	332.4	36.3	104.7	11.4	59.7	6.5	168.1	18.4
November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0
December	274.8	29.9	55.2	6.0	49.4	5.4	170.2	18.5
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	235.8	30.4	54.7	7.1	21.8	2.8	159.4	20.6
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

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 flight 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
1976	October	1 216.8	973.1	80.0	602.0	5 837	9 118	1 562	1 616
	November	671.0	549.7	81.9	335.8	3 318	5 185	1 562	1 637
	December	640.9	473.0	73.8	302.5	3 291	4 938	1 500	1 564
1977	January	675.8	527.4	78.0	344.5	3 506	5 132	1 463	1 531
	February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 506
	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
	October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
	November	679.3	569.5	83.8	338.1	3 408	5 362	1 574	1 684
	December	639.5	489.5	76.5	309.2	3 381	5 050	1 494	1 583
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566
	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

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
1976 October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 684	3 790
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
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
October	617.2	510.2	82.7	129.7	1 248	3 141	2 516	3 934
November	380.8	320.0	84.0	81.8	754	1 970	2 613	3 912
December	498.4	371.7	74.6	95.9	890	2 437	2 738	3 876
1978 January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
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

UK Passenger Movement by Air^(a) for April 1978

Table 10

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

European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)	
1968	10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780	
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876	
1970	15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053	
1971	17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105	
1972	20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130	
1973	22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	5 974	275	1 181	
1974	19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032	
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093	
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181	
1977	23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289	
1976 2nd quarter	5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308	
3rd quarter	7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350	
4th quarter	4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278	
1977 1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292	
2nd quarter	6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350	
3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362	
4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285	
April	1 878	71	49	250	233	63	173	120	175	35	48	29	21	351	39	122	
1978 1st quarter	4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311	
April	1 962	75	49	271	242	69	170	132	174	36	45	37	26	356	48	117	
Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)	
1968	96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142	
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157	
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221	
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299	
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354	
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382	
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469	
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547	
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671	
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740	
1976 2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152	
3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200	
4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175	
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180	
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168	
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207	
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195	
April	13	86	633	27	86	19	6	14	39	33	16	25	7	275	27	59	
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196	
April	23	93	722	33	80	22	7	16	37	34	14	27	9	352	29	63	

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

	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	9 638	7 284	—	591	—	443	—	1	1 215	—	60
+ Heathrow	25 562	21 544	—	38	—	70	315	2	1 530	3	60
+ Luton	4 682	1 511	—	314	17	348	15	866	1 596	—	15
+ Southend	5 339	1 226	—	—	—	290	—	2 299	1 514	10	—
+ Stansted	2 815	363	—	84	—	1 336	5	36	911	71	9
Total (London Area)	46 036	31 928	—	1 027	17	2 487	379	3 204	6 766	84	144
Westland Heliport (Battersea)	740	206	52	206	—	—	—	—	160	—	116
Other UK Airports											
+ Aberdeen	7 690	4 497	—	694	—	1 273	19	1 129	66	—	12
+ Belfast	6 422	1 803	—	137	107	75	—	1 162	499	—	2 639
+ Benbecula	286	194	—	—	10	—	14	6	22	—	40
+ Birmingham	6 555	2 117	—	63	4	220	34	2 927	1 160	—	30
+ Blackpool	9 883	472	52	99	79	1 508	—	6 582	1 057	—	34
+ Bournemouth	5 062	707	53	82	—	777	—	2 343	1 036	2	62
+ Bristol	2 379	505	—	47	—	18	—	1 301	498	—	10
+ Cambridge	4 803	84	—	39	13	21	7	1 694	469	—	2 476
+ Cardiff	3 728	542	—	49	—	171	—	2 711	229	4	22
+ Coventry	6 079	63	81	45	—	527	293	4 445	606	19	—
+ East Midlands	4 704	981	—	162	3	635	46	1 641	1 183	4	49
+ Edinburgh	5 902	1 607	—	8	—	75	39	1 676	711	6	1 780
+ Exeter	2 609	205	—	12	116	116	—	1 115	621	—	424
+ Glasgow	7 030	3 345	—	115	—	190	116	1 118	828	4	1 314
+ Gloucester/Cheltenham	3 374	112	—	—	68	838	—	1 767	543	—	46
+ Hawarden	1 484	82	—	—	—	56	—	1 184	140	—	22
+ Humberside	1 861	390	44	126	101	92	54	761	298	—	4
+ Inverness	2 292	772	16	19	399	574	1	393	108	4	6
+ Islay	174	110	—	5	39	1	—	—	17	2	—
+ Isle of Man	2 529	700	—	44	252	958	—	458	96	4	17
+ Isles of Scilly	489	442	—	—	10	4	—	—	19	—	14
+ Kirkwall	1 125	862	—	47	49	8	26	74	57	—	2
+ Leeds/Bradford	4 387	805	2	18	41	193	34	2 360	906	6	22
+ Liverpool	5 436	797	—	195	25	83	17	3 338	909	8	64
+ Lydd	2 884	345	—	—	—	179	—	1 321	979	8	52
+ Manchester	6 358	3 812	6	303	22	96	218	1 116	754	—	31
+ Manston	320	95	—	4	107	26	—	—	88	—	—
+ Newcastle	2 841	1 223	38	18	427	183	9	682	218	1	42
+ Norwich	2 264	886	—	25	101	607	272	—	363	2	8
+ Penzance Heliport	394	388	—	—	6	—	—	—	—	—	—
+ Prestwick	4 232	660	—	22	—	1 761	24	1 067	281	—	417
+ Southampton	4 320	865	—	39	6	2 775	13	79	529	—	14

Air Transport Movements by Type and Nationality of Operator for April 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	7 284	150	3 198	237	326	2 823	550
+ Heathrow	21 544	10 560	829	10 056	31	14	54
+ Luton	1 511	—	—	2	2	1 309	198
+ Southend	1 226	—	855	—	—	367	4
+ Stansted	363	2	2	2	6	109	242
TOTAL (London Area)	31 928	10 712	4 884	19 297	365	4 622	1 048
Westland Heliport (Battersea)	206	—	—	—	—	206	—
Other UK Airports							
+ Aberdeen	4 497	795	488	—	642	2 459	113
+ Belfast	1 803	1 178	461	2	—	143	19
Benbecula	194	48	146	—	—	—	—
+ Birmingham	2 117	741	882	91	7	351	45
+ Blackpool	472	—	277	—	—	193	2
+ Bournemouth	707	2	615	—	1	87	2
Bristol	505	206	129	—	—	105	65
+ Cambridge	84	—	44	—	—	31	9
+ Cardiff	542	144	294	1	—	82	21
+ Coventry	63	—	—	—	—	57	6
+ East Midlands	981	—	661	—	—	302	18
+ Edinburgh	1 607	777	752	—	1	66	11
Exeter	205	—	184	—	—	9	12
+ Glasgow	3 345	1 404	942	281	15	663	40
Gloucester/Cheltenham	112	—	72	—	—	40	—
Hawarden	82	—	80	—	—	2	—
Humberside	390	—	296	—	—	94	—
Inverness	772	292	193	—	86	180	21
Islay	110	—	98	—	—	12	—
+ Isle of Man	700	375	325	—	—	—	—
Isles of Scilly	442	388	54	—	—	—	—
+ Kirkwall	862	178	469	—	18	194	3
+ Leeds/Bradford	805	291	408	2	—	99	5
+ Liverpool	797	493	—	—	2	274	28
+ Lydd	345	—	345	—	—	—	—
+ Manchester	3 812	1 780	336	672	28	925	71
Manston	95	—	—	—	—	61	34
+ Newcastle	1 223	299	762	—	—	138	24
Norwich	886	—	689	—	—	175	22
Penzance Heliport	388	388	—	—	—	—	—
+ Prestwick	660	376	5	180	1	53	45
+ Southampton	865	120	675	—	—	55	15
Stornoway	255	98	126	—	—	31	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	xx	xx	xx	xx	xx	xx	xx
+ Tees-side	1 189	—	616	—	—	569	4
Tiree	51	—	48	—	—	3	—
Wick	366	92	238	—	2	34	—
TOTAL (Incl. London Area)	64 463	21 177	16 594	11 526	1 168	12 315	1 683
Channel Islands Airports							
Alderney	727	—	664	—	—	63	—
Guernsey	2 918	182	2 404	83	—	249	—
Jersey	4 671	708	3 433	99	—	389	42
TOTAL (Channel Islands Airports)	8 316	890	6 501	182	—	701	42
xx Not Supplied							

Air Transport Movements April 1978

Table 13

Comparison with a Year Earlier

	International			Domestic			1978		1977		Percentage Change			
	Scheduled Passenger	Scheduled Aircraft	Charter Cargo	Scheduled Passenger	Scheduled Aircraft	Charter Cargo	Total Passenger	Total Aircraft	Total Passenger	Total Aircraft	Passenger	Aircraft		
London Area Airports														
+ Gatwick	1 940	75	3 233	356	1 426	144	53	57	6 652	632	7 170	631	-7.2	0.2
+ Heathrow	15 767	1 191	62	35	4 437	50	1	1	20 267	1 277	15 270	1 168	32.7	9.3
+ Luton	2	—	1 407	30	—	—	45	27	1 454	57	1 811	53	-19.7	7.5
+ Southend	855	—	172	—	—	—	199	—	1 226	—	1 205	—	1.7	—
+ Stansted	2	—	245	109	4	—	2	1	253	110	313	111	-19.2	-0.9
TOTAL (London Area)	18 566	1 266	5 119	530	5 867	194	300	86	29 852	2 076	25 769	1 963	15.8	5.8
Westland Heliport (Battersea)	—	—	—	—	—	—	206	—	206	—	196	—	5.1	—
Other UK Airports														
+ Aberdeen	221	—	1 921	22	1 062	—	1 246	25	4 450	47	3 788	47	17.5	—
+ Belfast	2	—	20	—	1 505	134	4	138	1 531	272	1 321	176	15.9	54.5
+ Benbecula	—	—	—	—	192	2	—	—	192	2	182	4	5.5	-50.0
+ Birmingham	535	—	352	2	1 178	1	49	—	2 114	3	1 551	4	36.3	-25.0
+ Blackpool	34	—	29	—	199	44	73	93	335	137	338	43	-0.9	—
+ Bournemouth	—	—	22	2	400	217	56	10	478	229	625	173	-23.5	32.4
+ Bristol	121	—	143	9	214	—	18	—	496	9	495	1	0.2	—
+ Cambridge	—	—	26	—	44	—	14	—	84	—	83	—	1.2	—
+ Cardiff	122	1	100	—	316	—	3	—	541	1	514	2	5.3	-50.0
+ Coventry	—	—	47	—	—	—	16	—	63	—	5	—	—	—
+ East Midlands	298	35	182	20	326	2	99	19	905	76	911	43	-0.7	76.7
+ Edinburgh	272	—	68	—	1 217	40	10	—	1 567	40	1 274	41	23.0	-2.4
+ Exeter	29	—	17	3	155	—	1	—	202	3	238	1	-15.1	—
+ Glasgow	459	69	172	2	2 049	50	543	1	3 223	122	2 211	128	45.8	-4.7
+ Gloucester/Cheltenham	—	—	—	—	72	—	40	—	112	—	77	—	45.5	—
+ Hawarden	—	—	—	—	80	—	2	—	82	—	—	—	—	—
+ Humberside	30	—	29	—	266	—	65	—	390	—	—	—	—	—
+ Inverness	—	—	49	—	485	—	238	—	772	—	570	—	35.4	—
+ Islay	—	—	—	—	98	—	12	—	110	—	132	—	-16.7	—
+ Isle of Man	37	—	—	—	627	36	—	—	664	36	583	33	13.9	9.1
+ Isles of Scilly	—	—	—	—	442	—	—	—	442	—	564	—	-21.6	—
+ Kirkwall	—	—	8	1	635	12	206	—	849	13	814	—	4.3	—
+ Leeds/Bradford	139	2	56	1	560	—	46	1	801	44	683	4	17.3	—
+ Liverpool	59	—	51	3	431	3	145	105	686	111	589	149	16.5	-25.5
+ Lydd	172	173	—	—	—	—	—	—	172	173	228	166	-24.6	4.2
+ Manchester	1 189	203	873	7	1 393	3	115	29	3 570	242	2 766	359	29.1	-32.6
+ Manston	—	—	95	—	—	—	—	—	95	—	99	—	-4.0	—
+ Newcastle	325	—	143	—	736	—	19	—	1 223	—	889	3	37.6	—
+ Norwich	239	—	116	—	449	1	81	—	885	1	779	3	13.6	-66.7
+ Penzance Heliport	—	—	—	—	388	—	—	—	388	—	461	—	-15.8	—
+ Prestwick	172	132	65	12	194	63	21	1	452	208	478	125	-5.4	66.4
+ Southampton	79	1	28	2	713	2	40	—	860	5	1 317	5	-34.7	—
+ Stornoway	—	—	—	1	222	2	30	—	252	3	285	3	-11.6	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	1 555	32	xx	xx
+ Swansea	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	14	—	xx	xx
+ Tees-side	40	—	292	—	576	—	281	—	1 189	—	504	1	—	—
+ Tiree	—	—	—	—	44	4	3	—	47	4	55	1	-14.5	—
+ Wick	—	—	—	—	330	—	36	—	366	—	360	2	1.7	—
TOTAL (Incl. London Area)	23 140	1 882	10 023	617	23 465	810	4 018	508	60 646	3 817	53 303	3 512	13.8	8.7
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	727	..	812	..	-10.5	..
Guernsey	..	..	..	..	..	..	..	..	2 918	..	2 916	..	0.1	..
Jersey	..	..	..	..	..	..	..	..	4 671	..	4 723	..	-1.1	..
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	8 316	..	8 451	..	-1.6	..

xx Not Supplied

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

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															Table
		Date of diversions																															
Gatwick	31		3Ma	1Ma				1Ma					2Ma							3He 1Pr 1Lu	3Ma		1Ma	2Ma 2Lu	1Ma			1Ma	3He		1He 2Ma 3Bi		
Heathrow	17		2Ma	1Ma 1Pr			2Ma																1Em	1Ma		1Ma			4St 1Ma 1Lu	1Pr 1Ma			
Luton	32		1St 1Bi	1Ma 3He 3Ga 5Bi	1He 1Em						6Bi	2Em												1He 1Bi	1He			1Ga	2Ga		2Bi		
Southend	1																					2Ga						1Ga			1St		
Stansted	7																														1He 1Ga 2Bi		
Aberdeen	6	1Ed	1In																			2GI		2Ed							1Em		
Birmingham	2																						1Em								1Em		
Edinburgh	1			1B																													
Glasgow	3		1He					1Pr																									
Humberside	2																1He																
Inverness	2																								1Em			1Lb					
Leeds	11		1Em	2Te	1Te								1Em								1Em 1Te 1Bi		2GI		1Te					1Em	1Em 1Te		
Liverpool	1																																
Manchester	3										1Pr													1He			1Li						
Southampton	1																														1Bo		
Other Internal	7	1G		1Em 1Hu							1Em											1Sh			1Bo		1Bo						
Overseas	14	1He	1No		1He						1No	1He					1Lu		1He 1Pr 2Im	1Lu		1Lu		1Lu		1He			1Ga				
All Aerodromes	141	3	11	20	4	—	2	2	—	—	9	3	—	3	—	—	1	1	—	9	9	5	4	10	6	1	2	4	12	1	19		

Aerodrome of actual landing: letter code

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

	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 Terminal	Transit	Others Terminal	Transit	Terminal	Transit	British Airways Terminal	Transit	Terminal	Others Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	542 451	537 966	4 485	6 135	—	158 085	740	14 403	69	51 519	—	25 3118	1 208	54 706	2 468
+ Heathrow	2 088 433	2 084 222	24 211	1 011 586	199	28 112	—	1 016 104	23 832	3 495	14	—	—	4 911	180
+ Luton	143 501	143 052	449	—	—	—	—	64	—	239	—	126 316	218	16 433	231
+ Southend	19 122	19 122	—	—	—	18 680	—	—	—	—	—	374	—	68	—
+ Stansted	27 453	26 595	858	—	101	—	60	—	76	944	240	30	130	25 621	251
TOTAL (London Area)	2 820 960	2 790 957	30 003	1 017 721	300	204 877	800	1 030 571	23 977	56 197	240	379 852	1 556	101 739	3 130
West and Heliport (Battersea)	721	721	—	—	—	—	—	—	—	—	—	721	—	—	—
Other UK Airports															
+ Aberdeen	93 547	92 850	697	37 090	634	13 486	—	—	—	7 191	—	32 912	63	2 171	—
+ Belfast	84 167	84 128	39	67 880	—	14 222	—	168	—	—	—	142	29	1 716	10
+ Benbecula	1 849	1 802	47	1 248	—	554	47	—	—	—	—	—	—	—	—
+ Birmingham	94 870	91 156	3 714	35 784	465	15 786	2 916	3 077	80	415	—	32 937	253	3 157	—
+ Blackpool	7 092	7 086	6	—	—	6 232	—	—	—	—	—	606	6	248	—
+ Bournemouth	14 771	14 634	137	39	—	12 950	83	—	—	—	—	1 460	54	185	—
+ Bristol	18 779	16 056	2 723	3 618	2 098	2 312	488	—	—	—	—	6 600	137	3 526	—
+ Cambridge	2 630	2 630	—	—	—	2 171	—	—	—	—	—	102	—	357	—
+ Cardiff	17 597	14 792	2 805	3 635	713	2 694	1 785	—	—	—	—	6 424	210	2 039	97
+ Coventry	290	290	—	—	—	—	—	—	—	—	—	268	—	22	—
+ East Midlands	36 861	36 861	—	—	—	18 642	—	—	—	—	—	17 519	—	700	—
+ Edinburgh	87 333	85 868	1 465	5 9576	51	19 277	1 414	—	—	97	—	6 063	—	855	—
+ Exeter	5 689	5 360	329	—	—	4 155	329	—	—	—	—	514	—	691	—
+ Glasgow	158 178	155 387	2 791	89 187	23	26 746	—	9 266	1 932	697	—	25 789	702	3 702	134
+ Gloucester/Cheltenham	1 243	1 243	—	—	—	1 081	—	—	—	—	—	162	—	—	—
+ Hawarden	425	425	—	—	—	365	—	—	—	—	—	60	—	—	—
+ Humberside	3 137	3 137	—	—	—	2 771	—	—	—	—	—	366	—	—	—
+ Inverness	13 607	12 583	1 024	9 127	1 022	1 284	2	—	—	257	—	1 630	—	285	—
+ Islay	858	858	—	—	—	840	—	—	—	—	—	18	—	—	—
+ Isle of Man	21 257	20 217	1 040	13 316	700	6 901	340	—	—	—	—	—	—	—	—
+ Isles of Scilly	8 036	8 036	—	7 760	—	276	—	—	—	—	—	—	—	—	—
+ Kirkwall	7 802	6 801	1 001	3 335	950	2 059	—	—	—	599	28	804	23	4	—
+ Leeds/Bradford	26 239	24 093	2 146	11 968	60	6 541	2 080	82	—	—	—	5 374	6	128	—
+ Liverpool	21 394	20 446	948	17 971	908	—	—	—	—	47	—	904	32	1 524	8
+ Lydd	6 800	6 800	—	—	—	6 800	—	—	—	—	—	—	—	—	—
+ Manchester	239 702	232 835	6 867	108 191	487	8 980	1 470	26 734	832	3 802	—	80 659	2 637	4 469	1 441
+ Manston	314	314	—	—	—	—	—	—	—	—	—	208	—	106	—
+ Newcastle	56 916	52 339	4 577	21 194	58	17 033	4 519	—	—	—	—	12 469	—	1 643	—
+ Norwich	13 255	13 239	16	—	—	12 130	16	—	—	—	—	969	—	140	—
+ Penzance Heliport	7 760	7 760	—	7 760	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	34 767	17 215	17 552	9 520	7 218	143	—	2 093	6 017	189	—	2 370	2 298	2 900	2 019
+ Southampton	20 837	20 675	162	4 430	71	15 957	88	—	—	—	—	229	3	59	—
+ Stornoway	4 031	4 031	—	3 351	—	575	—	—	—	—	—	105	—	—	—
+ 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	24 147	22 640	1 507	—	—	17 970	1 504	—	—	—	—	4 357	3	313	—
+ Tiree	208	205	3	—	—	198	3	—	—	—	—	7	—	—	—
+ Wick	3 537	2 435	1 102	1 146	1 102	1 140	—	—	—	34	—	115	—	—	—
TOTAL (Incl. London Area)	3 961 606	3 878 905	82 701	1 534 847	16 860	447 148	17 884	1071 991	32 838	69 525	268	622 715	8012	132 679	6 839
Channel Islands Airports															
+ Alderney	4 459	4 459	—	—	—	4 390	—	—	—	—	—	69	—	—	—
+ Guernsey	42 461	39 635	2 826	7 736	24	30 010	2 641	703	—	—	—	1 186	161	—	—
+ Jersey	106 365	104 843	1 522	33 015	—	66 950	1 458	3 219	48	—	—	905	16	754	—
TOTAL (Channel Islands Airports)	153285	148 937	4 348	40 751	24	101 350	4 099	3 922	48	—	—	2 160	177	754	—
xx Not Supplied.															

Terminal Air Passengers for April 1978

Table 16

Comparison with a Year Earlier

	1978	1977	Percentage change
London Area Airports			
+ Gatwick	537 966	606 620	-11.3
+ Heathrow	2 064 222	1 609 187	28.3
+ Luton	143 052	176 889	-19.1
+ Southend	19 122	21 876	-12.6
+ Stansted	26 595	28 889	-7.9
TOTAL (London Area)	2 790 957	2 443 461	14.2
Westland Heliport (Battersea)	721	542	33.0
Other UK Airports			
+ Aberdeen	92 850	61 571	50.8
+ Belfast	84 128	63 795	31.9
Benbecula	1 802	1 239	45.4
+ Birmingham	91 156	76 630	19.0
+ Blackpool	7 086	7 537	-6.0
+ Bournemouth	14 634	18 132	-19.3
+ Bristol	16 056	16 026	0.2
+ Cambridge	2 630	1 899	38.5
+ Cardiff	14 792	16 469	-10.2
+ Coventry	290	20	—
+ East Midlands	36 861	41 256	-10.7
+ Edinburgh	85 868	60 763	41.3
+ Exeter	5 360	5 494	-2.4
+ Glasgow	155 387	100 212	55.1
Gloucester/Cheltenham	1 243	1 148	8.3
Hawarden	425	—	—
Humberside	3 137	—	—
Inverness	12 583	7 578	66.0
Islay	858	848	1.2
+ Isle of Man	20 217	17 844	13.3
Isles of Scilly	8 036	10 731	-25.1
+ Kirkwall	6 801	7 771	-12.5
+ Leeds/Bradford	24 093	17 099	40.9
+ Liverpool	20 446	17 897	14.2
+ Lydd	6 800	9 939	-31.6
+ Manchester	232 835	170 827	36.3
+ Manston	314	235	33.6
+ Newcastle	52 339	35 087	49.2
+ Norwich	13 239	13 799	-4.1
Penzance Heliport	7 760	10 256	-24.3
+ Prestwick	17 215	20 028	-14.0
+ Southampton	20 675	39 244	-47.3
Stornoway	4 031	3 737	7.9
+ Sumburgh	xx	22 777	—
Swansea	xx	34	—
+ Tees-side	22 640	16 805	34.7
Tiree	205	286	-28.3
Wick	2 435	1 929	26.2
TOTAL (Incl. London Area)	3 878 905	3 340 945	16.1
Channel Islands Airports			
Alderney	4 459	6 144	-27.4
Guernsey	39 635	39 748	-0.3
Jersey	104 843	112 249	-6.6
TOTAL (Channel Islands Airports)	148 937	158 141	-5.8
xx Not Supplied			

International and Domestic Passenger Traffic for April 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	537 966	475 847	495 874	-4	62 119	110 746	-44
+ Heathrow	2 064 222	1 766 673	1 542 307	15	297 549	66 880	—
+ Luton	143 052	142 563	175 803	-19	489	1 086	-55
+ Southend	19 122	19 066(a)	21 500(a)	-11	56	376	-85
+ Stansted	26 595	26 595	28 865	-8	—	24	—
TOTAL (London Area)	2 790 957	2 430 744	2 264 349	7	360 213	179 112	—
Westland Heliport (Battersea)	721	—	3	—	721	539	34
Other UK Airports							
+ Aberdeen	92 850	27 437	27 777	-1	65 413	33 794	94
+ Belfast	84 128	1 949	2 649	-26	82 179	61 146	34
Benbecula	1 802	—	—	—	1 802	1 239	45
+ Birmingham	91 156	59 405	53 582	11	31 751	23 048	38
+ Blackpool	7 086	826	555	49	6 260	6 982	-10
+ Bournemouth	14 634	1 560	6 601	-76	13 074	11 531	13
+ Bristol	16 056	13 231	12 770	4	2 825	3 256	-13
+ Cambridge	2 630	421	523	-20	2 209	1 376	61
+ Cardiff	14 792	10 244	11 635	-12	4 548	4 834	-6
+ Coventry	290	226	20	—	64	—	—
+ East Midlands	36 861	24 117	26 464	-9	12 744	14 792	-14
+ Edinburgh	85 868	10 706	10 132	6	75 162	50 631	48
+ Exeter	5 360	1 729	1 404	23	3 631	4 090	-11
+ Glasgow	155 387	32 591	40 909	-20	122 796	59 303	—
Gloucester/Cheltenham	1 243	—	—	—	1 243	1 148	8
Hawarden	425	—	—	—	425	—	—
Humberside	3 137	910	—	—	2 227	—	—
Inverness	12 583	513	8	—	12 070	7 570	59
Islay	858	—	—	—	858	848	1
+ Isle of Man	20 217	615	928	-34	19 602	16 916	16
Isles of Scilly	8 036	—	—	—	8 036	10 731	-25
+ Kirkwall	6 801	54	72	-25	6 747	7 699	-12
+ Leeds/Bradford	24 093	8 607	9 435	-9	15 486	7 664	—
+ Liverpool	20 446	4 091	8 274	-51	16 355	9 623	70
+ Lydd	6 800	6 800	9 939	-32	—	—	—
+ Manchester	232 835	154 116	143 579	7	78 719	27 248	—
+ Manston	314	314	235	34	—	—	—
+ Newcastle	52 339	22 416	20 898	7	29 923	14 189	—
+ Norwich	13 239	6 060	7 005	-13	7 179	6 794	6
Penzance	7 760	—	—	—	7 760	10 256	-24
+ Prestwick	17 215	16 066	18 281	-12	1 149	1 747	-34
+ Southampton	20 675	1 658	1 500	11	19 017	37 744	-50
Stornoway	4 031	—	—	—	4 031	3 737	8
+ Sumburgh	xx	xx	8 253	—	xx	14 524	—
Swansea	xx	xx	—	—	xx	34	—
+ Tees-side	22 640	3 371	2 549	32	19 269	14 256	35
Tiree	205	—	—	—	205	286	-28
Wick	2 435	—	1	—	2 435	1 928	26
TOTAL (Incl. London Area)	3 878 905	2 840 777	2 690 330	6	1 038 128	650 615	60

(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 April 1978

Table 18

Comparison with a Year Earlier

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	17 525	13 233	4 292	20 497	10 696	9 801	-14
London – Vienna	14 284	11 873	2 411	16 059	10 140	5 919	-11
Other Routes	3 241	1 360	1 881	4 438	556	3 882	-27
Belgium	75 210	73 695	1 515	71 513	70 450	1 063	5
London – Brussels	50 971	50 970	1	46 165	46 165	—	10
Other S.E. England – Belgium	15 669	14 968	701	18 486	18 286	200	-15
Other Routes	8 570	7 757	813	6 862	5 999	863	25
Denmark	48 778	34 765	14 013	48 502	33 615	14 887	1
London – Copenhagen	35 928	27 499	8 429	36 789	27 176	9 613	-2
Other Routes	12 850	7 266	5 584	11 713	6 439	5 274	10
Finland	10 124	9 616	508	9 706	8 604	1 102	4
France	271 338	255 396	15 942	249 684	226 884	22 800	9
London – Nice	15 485	15 261	224	11 745	11 220	525	32
– Paris	181 560	175 809	5 751	162 782	157 525	5 257	12
– N. France (a)	11 030	9 515	1 515	11 662	10 402	1 260	-5
– Other France	24 956	22 641	2 315	22 193	16 650	5 543	12
Manchester – Paris	8 939	8 928	11	7 456	7 444	12	20
Other UK – Paris	12 702	11 463	1 239	13 457	9 248	4 209	-6
Luton – Other France	1 308	—	1 308	1 006	—	1 006	30
Other S.E. England – France	9 895	9 773	122	12 828	12 805	23	-23
Other Routes	5 463	2 006	3 457	6 555	1 590	4 965	-17
Germany (Fed. Republic)	229 048	176 611	52 437	217 691	148 737	68 954	5
London – Dusseldorf	33 098	28 979	4 119	32 157	25 808	6 349	3
– Frankfurt	58 745	50 720	8 025	56 506	47 372	9 134	4
– Hamburg	25 849	22 487	3 362	21 311	16 496	4 815	21
– Munich	26 714	17 485	9 229	27 047	13 059	13 988	1
– Other Germany	52 948	45 235	7 713	41 618	35 202	6 416	27
Luton – Germany	14 520	—	14 520	22 506	—	22 506	-35
Manchester – Germany	9 932	8 079	1 853	9 587	7 189	2 398	4
Other Routes	7 242	3 626	3 616	6 959	3 611	3 348	4
Gibraltar	5 609	4 634	975	4 824	3 512	1 312	16
Greece	69 499	33 263	36 236	63 649	25 795	37 854	9
Iceland	2 650	2 650	—	3 300	2 960	340	-20
London – Reykjavik	1 769	1 769	—	1 763	1 763	—	—
Glasgow – Reykjavik	881	881	—	1 197	1 197	—	-26
Other Routes	—	—	—	340	—	340	—

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	119 663	117 011	2 652	133 219	131 732	1 487	-10
London – Cork	11 520	11 041	479	9 903	9 903	—	16
– Dublin	63 189	63 098	91	62 902	62 902	—	—
– Shannon	10 185	10 098	87	7 762	7 751	11	31
Manchester – Dublin	11 313	11 298	15	11 956	11 925	31	-5
Birmingham – Dublin	8 064	7 951	113	10 723	10 723	—	-25
Glasgow – Dublin	4 489	4 217	272	6 647	6 639	8	-32
Liverpool – Dublin	2 756	2 437	319	6 618	6 471	147	-58
Leeds/Bradford – Dublin	1 210	1 207	3	2 524	2 518	6	-52
Edinburgh – Dublin	—	—	—	2 535	2 535	—	—
Bristol – Dublin	896	821	75	2 133	2 115	18	-58
Other Routes	6 041	4 843	1 198	9 516	8 250	1 266	-37
Italy	169 529	80 629	88 900	172 765	63 585	109 180	-2
London – Genoa (g)	—	—	—	709	—	709	—
– Milan	43 944	29 263	14 681	37 230	21 985	15 245	18
– Rimini (g)	—	—	—	—	—	—	—
– Rome	38 017	29 542	8 475	40 176	26 063	14 113	-5
– Venice	11 747	4 151	7 596	15 269	3 288	11 981	-23
– Other Italy	27 869	13 288	14 581	28 447	9 884	18 563	-2
Luton – Rimini	1 112	—	1 112	1 569	—	1 569	-29
– Other Italy	33 845	—	33 845	37 730	—	37 730	-10
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	4 837	—	4 837	4 678	—	4 678	3
Other Routes	8 158	4 385	3 773	6 957	2 365	4 592	17
Luxembourg	5 295	5 278	17	4 898	4 562	336	8
London – Luxembourg	5 278	5 278	—	4 898	4 562	336	8
Other Routes	17	—	17	—	—	—	—
Netherlands	173 656	168 313	5 343	175 211	167 900	7 311	-1
London – Amsterdam	101 007	99 891	1 116	95 765	92 710	3 055	5
– Rotterdam	17 554	17 490	64	21 194	20 901	293	-17
Other S.E. England – Netherlands	11 442	9 991	1 451	10 818	9 082	1 736	6
Manchester – Amsterdam	10 901	10 675	226	10 977	10 843	134	-1
Other Routes	32 752	30 266	2 486	36 457	34 364	2 093	-10
Norway	44 891	32 079	12 812	47 602	30 682	16 920	-6
London – Oslo	20 295	15 450	4 845	23 311	15 187	8 124	-13
Other Routes	24 596	16 629	7 967	24 291	15 495	8 796	1
Portugal	36 983	21 926	15 057	29 679	16 814	12 865	25
London – Lisbon	15 451	13 482	1 969	14 560	11 084	3 476	6
Other Routes	21 532	8 444	13 088	15 119	5 730	9 389	42
Soviet Union and Eastern Europe (b)	25 878	22 078	3 800	20 952	15 486	5 466	24
London – Moscow	8 260	7 867	393	6 859	5 879	980	20
– Prague	2 351	2 351	—	1 638	1 638	—	44
Other Routes	15 267	11 860	3 407	12 455	7 969	4 486	23

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	356 176	84 838	271 338	350 291	77 938	272 353	2
London – Barcelona	15 785	13 066	2 719	20 167	11 531	8 636	-22
– Ibiza	7 087	1 662	5 425	5 545	1 093	4 452	28
– Madrid	34 993	30 373	4 620	39 272	27 816	11 456	-11
– Malaga	30 218	12 288	17 930	25 456	10 360	15 096	19
– Palma	41 811	10 135	31 676	40 346	10 646	29 700	4
– Other Spain	46 778	16 753	30 025	40 894	15 202	25 692	14
Luton – Alicante	6 528	—	6 528	7 665	—	7 665	-15
– Barcelona	1 044	—	1 044	896	—	896	17
– Gerona	2 782	—	2 782	5 814	—	5 814	-52
– Ibiza	2 767	—	2 767	2 656	—	2 656	4
– Palma	12 844	—	12 844	12 946	—	12 946	-1
– Other Spain	8 912	—	8 912	11 567	—	11 567	-23
Other S.E. England – Spain	158	—	158	118	—	118	34
Manchester – Barcelona	1 556	—	1 556	2 121	—	2 121	-27
– Palma	19 100	—	19 100	19 191	—	19 191	—
Other N. England – Spain	50 342	—	50 342	43 711	632	43 079	15
Scotland – Spain	22 691	338	22 353	19 922	331	19 591	14
Other Routes	50 780	223	50 557	52 004	327	51 677	-2
Sweden	47 914	24 172	23 742	39 745	14 483	25 262	21
London – Stockholm	27 350	17 164	10 186	18 368	9 615	8 753	49
Other Routes	20 564	7 008	13 556	21 377	4 868	16 509	-4
Switzerland	116 569	81 956	34 613	121 504	70 968	50 536	-4
London – Basle	8 499	6 733	1 766	7 759	5 096	2 663	10
– Geneva	43 327	30 456	12 871	42 864	25 612	17 252	1
– Zurich	53 901	37 609	16 292	56 165	32 656	23 509	-4
Luton – Switzerland	3 322	64	3 258	5 513	212	5 301	-40
Other Routes	7 520	7 094	426	9 203	7 392	1 811	-18
Yugoslavia	22 661	9 324	13 337	13 518	8 053	5 465	68
London – Dubrovnic	3 807	—	3 807	1 802	—	1 802	—
– Ljubljana	2 932	1 606	1 326	2 466	1 514	952	19
Luton – Yugoslavia	470	—	470	—	—	—	—
Other Routes	15 452	7 718	7 734	9 250	6 539	2 711	67
Other Europe	71 658	46 957	24 701	65 149	39 160	25 989	10
WESTERN HEMISPHERE							
Canada	80 240	67 631	12 609	86 052	66 873	19 179	-7
London – Montreal	14 591	14 293	298	14 238	13 655	583	2
– Toronto	30 446	23 637	6 809	34 299	25 014	9 285	-11
– Other Canada	21 475	19 189	2 286	21 479	17 772	3 707	—
Other U.K. – Montreal	2 008	2 008	—	2 112	2 062	50	-5
– Toronto	9 392	6 415	2 977	10 948	6 942	4 006	-14
Other Routes	2 328	2 089	239	2 976	1 428	1 548	-22

Table 18 cont.

	1978			1977			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	352 813	312 657	40 156	276 278	218 959	57 319	28
London – New York	141 168	124 660	16 508	111 523	86 238	25 285	27
– Other East Coast USA	85 808	83 894	1 914	67 626	58 509	9 117	27
– Chicago and Detroit	33 819	28 602	5 217	28 865	23 412	5 453	17
– West Coast USA	60 094	49 201	10 893	49 909	42 961	6 948	20
– Other USA	21 793	19 969	1 824	6 483	1 526	4 957	—
Other UK – New York	8 422	6 327	2 095	9 259	6 313	2 946	–9
Other Routes	1 709	4	1 705	2 613	—	2 613	–35
West Atlantic and Caribbean Islands	21 693	21 371	322	19 495	18 698	797	11
Central and South America	10 454	10 454	—	8 514	8 410	104	23
REST OF THE WORLD							
Canary Islands	47 665	3 800	43 865	42 764	4 237	38 527	11
North Africa (c)	25 433	15 596	9 837	25 663	15 422	10 241	–1
East Africa (d)	11 417	10 682	735	9 411	8 629	782	21
Central Africa (e)	7 128	7 128	—	6 913	6 912	1	3
West Africa (d)	27 620	27 620	—	27 145	26 243	902	2
South Africa	25 839	25 839	—	24 818	24 818	—	4
Middle East (f)	139 287	135 771	3 516	124 959	124 320	639	11
India	20 587	20 587	—	20 194	20 194	—	2
Pakistan	9 787	9 787	—	8 215	8 215	—	19
Far East	55 002	53 721	1 281	58 786	55 436	3 350	–6
Australia and New Zealand	32 518	32 518	—	26 130	26 130	—	24
Other Routes n.e.i.	34 715	7 529	27 186	39 919	9 090	30 829	–13
ALL ROUTES	2 822 852	2 061 115	761 737	2 669 155	1 815 202	853 953	6

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 April 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	10 642.2	—	—	697.1	1 450.6	32.0	55.0	—	0.4	2 539.0	5 448.0	189.3	230.8	
+ Heathrow	38 631.8	6 400.2	6 828.1	83.3	301.4	10 763.2	13 651.6	75.2	3.2	177.4	149.6	159.3	39.3	
+ Luton	559.9	—	—	—	—	—	—	—	—	68.2	302.0	113.3	76.4	
+ Southend	571.0	—	—	192.0	209.0	—	—	—	—	6.0	157.0	—	7.0	
+ Stansted	2 533.0	—	—	—	—	—	—	—	—	4 81.3	1 698.1	45.4	308.2	
TOTAL (London Area)	52 937.9	6 400.2	6 828.1	972.4	1 961.0	10 795.2	137 06.6	75.2	3.6	3 271.9	7 754.7	507.3	661.7	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	496.8	51.3	98.6	31.3	29.4	—	—	19.9	41.5	59.0	165.6	0.2	—	
+ Belfast	1 613.1	104.4	204.2	288.0	43.7	—	—	—	—	966.8	6.0	—	—	
+ Benbecula	13.1	10.5	1.8	0.6	0.2	—	—	—	—	—	—	—	—	
+ Birmingham	183.3	82.8	52.3	28.5	13.8	2.3	2.6	—	—	0.5	0.5	—	—	
+ Blackpool	428.2	—	—	3.4	35.5	—	—	—	—	—	389.3	—	—	
+ Bournemouth	876.7	—	—	453.7	388.7	—	—	2.5	—	19.0	12.8	—	—	
+ Bristol	30.0	3.3	3.5	6.4	2.4	—	—	—	—	—	1.4	5.9	7.1	
+ Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Cardiff	34.5	0.6	13.3	3.3	1.7	15.6	—	—	—	—	—	—	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	470.1	—	—	92.8	81.8	—	—	—	—	26.7	167.9	50.5	50.4	
+ Edinburgh	86.2	23.5	20.5	23.5	18.7	—	—	—	—	—	—	—	—	
+ Exeter	62.8	—	—	5.1	21.2	—	—	—	—	—	14.8	—	21.7	
+ Glasgow	939.0	291.7	164.6	48.1	24.6	187.7	208.8	—	—	4.5	3.3	2.7	3.0	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Inverness	28.4	4.7	23.7	—	—	—	—	—	—	—	—	—	—	
+ Islay	8.5	—	—	4.6	3.9	—	—	—	—	—	—	—	—	
+ Isle of Man	222.8	36.5	35.2	146.7	4.4	—	—	—	—	—	—	—	—	
+ Isles of Scilly	7.0	6.2	0.8	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	43.6	29.4	10.7	1.1	1.2	—	—	—	—	—	—	—	1.2	
+ Leeds/Bradford	19.6	2.8	6.1	7.1	3.4	—	—	—	—	0.1	0.1	—	—	
+ Liverpool	786.0	21.8	32.8	—	—	—	—	—	0.1	4.4	726.9	—	—	
+ Lydd	328.6	—	—	133.8	194.8	—	—	—	—	—	—	—	—	
+ Manchester	1 945.6	297.7	194.0	12.7	21.9	582.2	703.8	—	—	—	49.8	63.4	20.1	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	70.7	5.8	13.7	26.0	23.5	—	—	—	—	0.2	0.3	—	1.2	
+ Norwich	42.4	—	—	14.4	26.8	—	—	—	—	0.5	0.5	0.2	—	
+ Penzance Heliport	7.0	0.8	6.2	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	2 012.8	715.3	316.1	—	—	577.1	280.2	—	—	80.7	—	40.5	2.9	
+ Southampton	131.5	0.3	16.8	18.0	83.6	—	—	—	—	—	3.5	—	9.3	
+ Stornoway	33.8	27.2	5.3	0.2	0.7	—	—	—	—	—	0.4	—	—	
+ 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	30.2	—	—	14.1	16.1	—	—	—	—	—	—	—	—	
+ Tiree	1.1	—	—	0.9	0.2	—	—	—	—	—	—	—	—	
+ Wick	3.9	2.1	0.8	0.3	0.2	—	—	—	—	0.5	—	—	—	
TOTAL (Incl. London Area)	63 895.2	8 118.9	8 049.1	2 337.0	3 003.4	12 160.1	14 902.0	97.6	45.2	4 434.8	9 297.8	670.7	778.6	
Channel Islands Airports														
+ Alderney	24.4	—	—	20.3	3.9	—	—	—	—	0.1	0.1	—	—	
+ Guernsey	807.3	1.9	4.1	157.2	77.5	0.1	—	—	—	179.9	386.6	—	—	
+ Jersey	790.8	52.8	22.9	474.7	186.3	—	—	—	—	29.0	25.1	—	—	
TOTAL (Channel Islands Airports)	1 622.5	54.7	27.0	652.2	267.7	0.1	—	—	—	209.0	411.8	—	—	

xx Not Supplied

Comparison with a Year Earlier

	International						Domestic						1978			1977			Percentage change		
	Scheduled			Charter			Scheduled			Charter			Total			Total					
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	1 140	751		70	8 216		174	170	—	121	1 384	9 258	1 198	6 926	15·5	33·7					
+ Heathrow	21 944	15 177		6	592		409	499	—	6	22 359	16 274	18 560	15 091	20·5	7·8					
+ Luton	—	—		141	214		—	—	16	189	157	403	229	418	-31·4	-3·6					
+ Southend	401	—		140	—		—	—	30	—	571	—	484	—	18·0	—					
+ Stansted	—	—		278	2 248		—	—	—	6	278	2 254	474	1 993	-41·4	13·1					
TOTAL (London Area)	23 485	15 928		635	11 270		583	669	46	322	24 749	28 189	20 945	24 428	18·2	15·4					
Westland Heliport (Battersea)	—	—		—	—		—	—	—	—	—	—	—	—	—	—					
Other UK Airports																					
+ Aberdeen	45	—		210	8		166	—	61	6	482	14	363	42	32·8	-66·7					
+ Belfast	—	—		—	—		446	194	16	957	462	1 151	199	587	—	96·1					
+ Benbecula	—	—		—	—		13	—	—	—	13	—	5	—	—	—					
+ Birmingham	123	—		—	2		60	—	—	—	183	2	251	4	-27·1	-50·0					
+ Blackpool	4	—		—	—		34	1	—	389	38	390	38	5	—	—					
+ Bournemouth	—	—		—	2		4	839	—	32	4	873	5	801	-20·0	9·0					
+ Bristol	10	—		8	7		6	—	—	—	24	7	41	—	-41·5	—					
+ Cambridge	—	—		—	—		—	—	—	—	—	—	47	—	—	—					
+ Cardiff	9	16		—	—		10	—	—	—	19	16	27	23	-29·6	-30·4					
+ Coventry	—	—		—	—		—	—	—	—	—	—	—	—	—	—					
+ East Midlands	34	78		—	271		53	10	—	25	87	384	84	187	3·6	—					
+ Edinburgh	14	—		—	—		72	—	—	—	86	—	88	19	-2·3	—					
+ Exeter	—	—		—	36		26	—	—	—	26	36	29	12	-10·3	—					
+ Glasgow	160	291		—	6		198	278	3	4	361	579	322	758	12·1	-23·6					
+ Gloucester/Cheltenham	—	—		—	—		—	—	—	—	—	—	—	—	—	—					
+ Hawarden	—	—		—	—		—	—	—	—	—	—	—	—	—	—					
+ Humberside	—	—		—	—		—	—	—	—	—	—	—	—	—	—					
+ Inverness	—	—		—	—		29	—	—	—	29	—	33	—	-12·1	—					
+ Islay	—	—		—	—		9	—	—	—	9	—	5	—	80·0	—					
+ Isle of Man	—	—		—	—		113	110	—	—	113	110	102	107	10·8	2·8					
+ Isles of Scilly	—	—		—	—		7	—	—	—	7	—	8	—	-12·5	—					
+ Kirkwall	—	—		1	1		42	—	—	—	43	1	40	—	7·5	—					
+ Leeds/Bradford	8	1		—	—		11	—	—	—	19	1	25	—	-24·0	—					
+ Liverpool	—	—		—	8		52	3	—	723	52	734	97	895	-46·4	-18·0					
+ Lydd	1	328		—	—		—	—	—	—	1	328	—	306	—	7·2					
+ Manchester	585	1 046		—	113		181	1	—	20	766	1 180	579	2 049	32·3	-42·4					
+ Manston	—	—		—	—		—	—	—	—	—	—	—	—	—	—					
+ Newcastle	33	—		1	—		36	—	—	—	70	—	56	7	25·0	—					
+ Norwich	25	—		1	—		16	—	—	—	42	—	36	1	16·7	—					
+ Penzance Heliport	—	—		—	—		7	—	—	—	7	—	8	—	-12·5	—					
+ Prestwick	133	1 277		—	119		3	476	—	5	136	1 877	125	1 332	8·8	40·9					
+ Southampton	—	9		—	13		109	—	—	—	109	22	93	6	17·2	—					
+ Stornoway	—	—		—	—		33	—	—	—	33	—	27	1	2·22	—					
+ Sumburgh	xx	xx		xx	xx		xx	xx	xx	xx	xx	xx	104	37	xx	xx					
+ Swansea	xx	xx		xx	xx		xx	xx	xx	xx	xx	xx	—	—	xx	xx					
+ Tees-side	2	—		—	—		29	—	—	—	31	—	33	10	-6·1	—					
+ Tiree	—	—		—	—		1	—	—	—	1	—	1	—	—	—					
+ Wick	—	—		—	—		3	—	1	—	4	—	4	—	—	—					
TOTAL (Incl. London Area)	24 671	18 974		856	11 856		2 352	2 581	127	2 483	28 006	35 894	23 820	31 617	17·6	13·5					
Channel Islands Airports																					
+ Alderney											24	—	24	—	—	—					
+ Guernsey											807	—	811	—	-0·5	—					
+ Jersey											791	—	796	—	-0·6	—					
TOTAL (Channel Islands Airports)											1 622	—	1 631	—	-0·6	—					
xx Not Supplied																					

All Scheduled Services April 1978

Table 21.1

											Tonne-kilometres used			
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	20 796	17 609	33 282	1 252 807	4 391 771	2 578 156	58.7	12 997	526 874	304 584	12 874	53 562	238 148	57.8
British Airways Helicopters	24	388	132	7 385	757	450	59.5	8	49	36	—	—	36	74.1
British Caledonian Airways	2 760	2 623	4 614	110 957	381 079	212 302	55.7	1 457	46 853	24 279	495	4 646	19 138	51.8
Air Anglia	818	2 100	2 227	29 944	30 005	16 747	55.8	92	3 069	1 790	—	170	1 620	58.3
Air Wales	20	92	80	398	175	84	48.1	—	14	7	—	—	7	47.9
Aurigny Air Services	106	1 933	600	17 973	1 500	930	62.0	92	142	79	—	5	74	55.6
British Air Ferries	185	788	710	16 224	6 289	3 539	56.3	396	819	446	—	124	322	54.4
British Island Airways	324	1 558	1 277	44 000	16 211	9 258	57.1	183	1 492	822	1	34	787	55.1
British Midland Airways	338	1 162	1 058	33 089	25 283	11 756	46.5	132	2 134	971	—	54	917	45.5
Brymon Airways	76	395	342	3 758	2 068	973	47.0	2	198	80	—	—	80	40.0
Dan-Air Services	430	1 351	1 308	37 631	27 563	13 901	50.4	24	2 073	1 059	—	14	1 045	51.1
Haywards Aviation	8	47	37	136	59	25	42.9	1	6	2	—	—	2	33.9
Intra Airways	73	374	304	8 947	4 007	2 303	57.5	2	333	173	—	—	173	52.0
Laker Airways	334	60	433	15 342	115 175	85 363	74.1	—	11 684	8 536	—	—	8 536	73.1
Loganair	118	1 403	599	6 545	1 288	662	51.4	—	116	60	—	—	60	51.7
TOTAL Passenger Services	26 410	31 883	47 001	1 585 136	5 003 230	2 936 450	58.6	15 385	595 855	342 922	13 371	58 608	270 942	57.5
Cargo Services														
British Airways	1 240	649	1 619					5 176	31 987	20 735	325	20 408	—	64.8
British Caledonian Airways	259	120	370					789	8 865	3 805	197	3 608	—	42.9
Air Freight	23	110	123					261	77	55	—	55	—	70.9
Air-Bridge Carriers	37	239	121					817	200	136	—	136	—	67.9
British Island Airways	92	311	326					738	423	220	22	198	—	51.8
Intra Airways	—	2	2					7	1	1	—	1	—	87.8
TOTAL Cargo Services	1 651	1 431	2 560					7 787	41 554	24 952	544	24 406	—	60.0
GRAND TOTAL	28 061	33 314	49 561	1 585 136	5 003 230	29 36450	58.6	23 171	637 409	367 874	13 915	83 014	270 942	57.7

International Scheduled Services April 1978

Table 21.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	As percentage of available
Passenger Services														
British Airways	18 476	11 250	27 169	903 960	4 158 245	2 434 103	58.5	11 951	505 115	292 018	12 807	53 260	225 951	57.8
British Caledonian Airways	2 346	1 643	3 610	72 875	345 508	194 793	56.4	1 079	43 384	22 732	491	4 585	17 657	52.4
Air Anglia	533	910	1 311	18 943	23 416	12 519	53.5	92	2 395	1 367	—	170	1 197	57.1
Air Wales	20	92	80	398	175	84	48.1	—	14	7	—	—	7	47.9
Aurigny Air Services	106	1 933	600	17 973	1 500	930	62.0	92	142	79	—	5	74	55.6
British Air Ferries	185	788	710	16 224	6 289	3 539	56.3	396	819	446	—	124	322	54.4
British Island Airways	163	672	648	20 343	8 183	4 818	58.9	42	753	421	—	12	409	55.9
British Midland Airways	170	474	488	9 775	13 052	4 616	35.4	54	1 134	388	—	28	360	34.2
Brymon Airways	24	120	112	725	464	177	38.2	—	40	15	—	—	15	36.5
Dan-Air Services	253	513	673	16 304	17 478	7 657	43.8	21	1 316	589	—	13	576	44.7
Intra Airways	35	218	141	5 125	2 111	1 163	55.1	—	175	87	—	—	87	50.0
Laker Airways	334	60	433	15 342	115 175	85 363	74.1	—	11 684	8 536	—	—	8 536	73.1
TOTAL Passenger Services	22 648	18 673	35 974	1 097 987	4 691 595	2 749 763	58.6	13 726	566 971	326 684	13 298	58 196	255 191	57.6
Cargo Services														
British Airways	1 213	600	1 558					4 706	31 464	20 474	324	20 148	—	65.1
British Caledonian Airways	236	79	322					775	8 671	3 667	59	3 608	—	42.3
Air Freight	23	110	123					261	77	55	—	55	—	70.9
British Island Airways	39	82	133					148	180	88	—	88	—	49.1
TOTAL Cargo Services	1 510	871	2 135					5 890	40 392	24 284	384	23 899	—	60.1
GRAND TOTAL	24 158	19 544	38 109	1 097 987	4 691 595	2 749 763	58.6	19 616	607 363	350 968	13 682	82 095	255 191	57.8

Domestic Scheduled Services April 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	2 320	6 359	6 113	348 847	233 527	144 053	61.7	1 046	21 759	12 566	67	302	12 197	57.8
British Airways Helicopters	24	388	132	7 385	757	450	59.5	8	49	36	—	—	36	74.1
British Caledonian Airways	414	980	1 004	38 082	35 570	17 510	49.2	379	3 470	1 547	5	61	1 481	44.6
Air Anglia	284	1 190	916	11 001	6 589	4 227	64.2	—	675	423	—	—	423	62.7
British Island Airways	161	886	630	23 657	8 028	4 440	55.3	141	739	401	1	22	377	54.2
British Midland Airways	168	688	570	23 314	12 231	7 140	58.4	78	999	583	—	26	557	58.3
Brymon Airways	52	275	230	3 033	1 604	795	49.6	1	158	65	—	—	65	41.1
Dan-Air Services	177	838	635	21 327	10 085	6 244	61.9	3	757	470	—	1	469	62.1
Haywards Aviation	8	47	37	136	59	25	42.9	1	6	2	—	—	2	33.9
Intra Airways	38	156	163	3 822	1 896	1 140	60.1	2	158	86	—	—	86	54.2
Loganair	118	1 403	599	6 545	1 288	662	51.4	—	116	60	—	—	60	51.7
TOTAL Passenger Services	3 762	13 210	11 027	487 149	311 636	186 687	60.0	1 659	28 885	16 237	73	412	15 752	56.3
Cargo Services														
British Airways	27	49	62	—	—	—	—	470	524	261	1	261	—	49.9
British Caledonian Airways	23	41	48	—	—	—	—	13	194	138	138	—	—	71.1
Air-Bridge Carriers	37	239	121	—	—	—	—	817	200	136	—	136	—	67.9
British Island Airways	52	229	193	—	—	—	—	590	243	131	22	110	—	53.9
Intra Airways	—	2	2	—	—	—	—	7	1	1	—	1	—	87.8
TOTAL Cargo Services	141	560	425	—	—	—	—	1 896	1 162	667	160	507	—	57.4
GRAND TOTAL	3 903	13 770	11 452	487 149	311 636	186 687	60.0	3 555	30 047	16 904	234	920	15 752	56.3

All Non-scheduled Services April 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	525	400	884	19 182	79 695	45 797	57.5	7 018	12 062	5 668	1 452	4 216	47.0
British Airtours	952	419	1 373	56 078	179 869	126 438	70.3	—	16 371	10 927	—	10 927	66.7
British Airways Helicopters	414	2 749	2 057	28 618	8 935	4 699	52.6	22	873	405	4	401	46.4
British Caledonian Airways	979	508	1 479	31 458	47 971	36 697	76.5	2 463	22 267	15 343	12 173	3 170	68.9
Air Anglia	28	97	95	248	193	76	39.3	—	19	8	—	8	42.1
Air Faisal	71	26	142	—	—	—	—	407	1 215	1 105	1 105	—	90.9
Air Freight	41	117	193	813	654	325	49.6	87	129	77	53	24	59.7
Air-Bridge Carriers	108	213	301	784	263	179	68.2	1 018	1 625	671	656	15	41.3
Alidair	83	355	329	12 366	5 318	3 037	57.1	5	452	265	34	232	58.7
Bristow Helicopters	532	3 796	3 197	37 639	8 868	5 917	66.7	188	755	561	27	534	74.3
Britannia Airways	2 916	1 732	4 607	196 542	379 499	333 940	88.0	—	32 213	28 354	—	28 354	88.0
British Air Ferries	93	205	373	2 112	1 855	873	47.1	249	570	266	186	79	46.6
British Executive Air Services	120	4 374	753	18 600	1 680	550	32.7	25	156	51	1	50	32.7
British Island Airways	72	170	233	593	266	193	72.6	260	330	165	138	16	46.9
British Midland Airways	771	894	1 419	58 066	111 382	56 596	50.8	223	11 199	5 008	586	4 422	44.7
Brymon Airways	3	12	11	113	54	28	47.1	—	5	2	—	2	44.9
Dan-Air Services	4 094	3 307	7 210	258 079	430 611	364 783	84.7	37	49 386	41 173	12 044	29 129	83.4
General-Aviation Services	26	90	126	—	—	—	—	146	93	39	39	—	41.9
I.A.S. Cargo Airlines	1 232	396	1 741	—	—	—	—	4 950	47 555	30 884	30 884	—	64.9
Intra Airways	84	203	259	6 746	10 571	2 752	26.0	149	1 850	805	599	206	43.6
Invicta International Airlines	76	46	177	—	—	—	—	391	884	812	812	—	91.9
Laker Airways	1 856	692	2 999	85 917	378 612	297 608	78.6	—	40 576	28 672	—	28 672	70.7
Loganair	108	537	480	2 718	1 430	708	49.5	—	130	65	—	65	50.0
Management Aviation	88	1 103	433	2 114	666	392	58.9	6	49	30	—	30	61.2
Monarch Airlines	813	564	1 308	60 471	120 463	98 228	81.5	—	11 887	8 909	—	8 909	74.9
North Scottish Helicopters	157	3 329	785	9 988	628	471	75.0	—	48	36	—	36	75.0
Redcoat Air Cargo	73	27	155	—	—	—	—	149	1 131	426	426	—	37.6
Tradewinds Airways	758	310	1 244	—	—	—	—	4 305	27 010	16 371	16 371	—	60.6
Transmeridian Air Cargo	921	268	1 576	—	—	—	—	2 297	29 626	16 666	16 666	—	56.1
TOTAL	17 995	26 939	35 937	889 045	1 769 481	1 380 287	78.1	24 402	310 462	213 752	94 254	119 498	69.0
Class 5A Licence TOTAL	607	539	1 058	19 552	33 595	18 827	56.0	..	18 781	14 164	12 588	1 576	75.4
TOTAL Excludes 5A Licence	17 388	26 400	34 879	869 493	1 735 886	1 361 460	78.4	24 402	291 681	199 588	81 666	117 922	68.4

*Does not include cargo carried under Class 5 Licences

International Non-Scheduled Services April 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	520	377	866	18 390	79 355	45 542	57.4	7 018	12 033	5 647	1 452	4 195	46.9
British Airtours	952	419	1 373	56 078	179 869	126 438	70.3	—	16 371	10 927	—	10 927	66.7
British Airways Helicopters	411	2 668	2 044	28 464	8 877	4 694	52.9	16	867	403	3	400	46.5
British Caledonian Airways	979	508	1 479	31 458	47 971	36 697	76.5	2 463	22 267	15 343	12 173	3 170	68.9
Air Anglia	14	28	40	84	96	43	44.8	—	9	5	—	5	55.5
Air Faisal	71	26	142	—	—	—	—	407	1 215	1 105	1 105	—	90.9
Air Freight	28	79	129	196	279	123	44.0	85	94	61	52	9	64.8
Air-Bridge Carriers	68	61	159	80	13	10	80.0	415	1 161	495	494	1	42.6
Alidair	59	252	236	9 024	3 942	2 159	54.8	—	314	193	32	161	61.5
Bristow Helicopters	532	3 796	3 197	37 539	8 868	5 917	66.7	188	755	561	27	534	74.3
Britannia Airways	2 916	1 732	4 607	196 542	379 499	333 940	88.0	—	32 213	28 354	—	28 354	88.0
British Air Ferries	78	170	319	1 938	1 630	801	49.1	196	475	234	161	73	49.3
British Executive Air Services	120	4 374	753	18 500	1 680	550	32.7	25	156	51	1	50	32.7
British Island Airways	20	52	65	251	101	82	81.8	—	89	41	34	7	45.9
British Midland Airways	566	426	947	34 494	93 897	46 434	49.5	88	9 426	4 147	518	3 629	44.0
Brymon Airways	3	12	11	113	54	26	47.1	—	5	2	—	2	44.9
Dan-Air Services	3 828	2 556	6 273	235 973	417 581	356 552	85.4	—	48 411	40 542	12 031	28 511	83.7
General Aviation Services	6	10	27	—	—	—	—	8	22	5	5	—	21.4
I.A.S. Cargo Airlines	1 232	396	1 741	—	—	—	—	4 950	47 555	30 884	30 884	—	64.9
Intra Airways	84	203	259	6 746	10 571	2 752	26.0	149	1 850	805	599	206	43.5
Invicta International Airlines	76	46	177	—	—	—	—	391	884	812	812	—	91.9
Laker Airways	1 856	692	2 999	85 917	378 612	297 608	78.6	—	40 576	28 672	—	28 672	70.7
Management Aviation	88	1 103	433	2 114	665	392	58.9	6	49	30	—	30	61.2
Monarch Airlines	813	564	1 308	60 471	120 463	98 228	81.5	—	11 887	8 909	—	8 909	74.9
North Scottish Helicopters	157	3 329	785	9 988	628	471	75.0	—	48	36	—	36	75.0
Redcoat Air Cargo	73	27	155	—	—	—	—	149	1 131	426	426	—	37.6
Tradewinds Airways	758	310	1 244	—	—	—	—	4 305	27 010	16 371	16 371	—	60.6
Transmeridian Air Cargo	921	268	1 576	—	—	—	—	2 297	29 626	16 666	16 666	—	56.1
TOTAL	17 228	24 484	33 341	834 360	1 734 650	1 359 460	78.4	23 163	306 497	211 725	93 844	117 880	69.1
Class 5A Licence TOTAL	597	503	1 029	18 154	33 030	18 438	55.8	..	18 729	14 132	12 588	1 544	75.5
TOTAL Excludes 5A Licence	16 631	23 981	32 312	816 206	1 701 620	1 341 022	78.8	23 163	287 768	197 593	81 256	116 336	68.7

* Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services April 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	5	23	19	792	339	255	75.2	—	29	22	—	22	74.9
British Airways Helicopters	3	81	13	154	58	5	8.6	5	6	2	1	1	33.3
Air Anglia	14	69	55	164	96	33	34.2	—	10	3	—	3	34.2
Air Freight	12	38	64	617	375	202	53.8	2	35	16	1	15	46.1
Air-Bridge Carriers	40	152	141	704	250	169	67.6	603	464	176	162	14	37.9
Alldair	24	103	94	3 342	1 376	878	63.8	5	138	72	2	70	52.2
British Air Ferries	15	35	54	174	225	72	32.0	52	95	32	25	7	33.7
British Island Airways	52	118	169	342	166	111	67.0	260	241	114	104	9	47.3
British Midland Airways	206	468	471	23 572	17 485	10 162	58.1	134	1 773	862	68	793	48.6
Dan-Air Services	266	751	937	22 106	13 030	8 231	63.2	37	975	630	12	618	64.6
General Aviation Services	20	80	99	—	—	—	—	138	70	34	34	—	48.4
Loganair	108	537	480	2 718	1 430	708	47.9	—	130	65	—	65	48.3
TOTAL	766	2 455	2 596	54 685	34 830	20 827	70.3	1 239	3 965	2 027	409	1 618	62.6
Class 5A Licence TOTAL	10	36	30	1 398	565	389	68.8	..	52	32	—	32	61.5
TOTAL Excludes 5A Licence	756	2 419	2 566	53 287	34 265	20 438	59.5	1 239	3 913	1 995	409	1 586	51.0

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations April 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	144	33	187	6 789	—	53 799	28 374	52.7	6 708	2 670	39.8
British Airtours	56	12	74	709	—	10 658	6 645	62.3	970	595	61.3
Laker Airways	777	151	1 183	24 322	8 755	234 694	179 294	76.4	23 678	17 903	75.6
TOTAL	978	196	1 444	31 820	8 755	299 152	214 313	71.6	31 356	21 167	67.5

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

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	43	40	75	3 639	5 171	3 777	73·0	515	333	64·6	—	140
British Airtours	564	314	850	47 091	106 663	83 968	78·7	9 709	7 190	74·1	—	1 956
British Caledonian Airways	336	284	588	26 053	40 501	31 782	78·5	3 822	2 748	71·9	—	—
Britannia Airways	2 602	1 461	4 100	165 686	339 512	297 623	87·7	28 868	25 298	87·6	—	12 281
Dan-Air Services	2 756	2 003	4 582	201 249	329 388	288 415	87·6	26 349	23 067	87·5	—	—
Laker Airways	697	362	1 099	37 998	91 326	73 696	80·7	8 806	7 047	80·0	—	—
Monarch Airlines	735	504	1 180	55 707	110 493	91 974	83·2	10 781	8 342	77·4	—	—
TOTAL International Services	7 733	4 968	12 474	537 423	1 023 056	871 236	85·2	88 850	74 025	83·3	—	14 377
Domestic Services-NIL												
GRAND TOTAL	7 733	4 968	12 474	537 423	1 023 056	871 236	85·2	88 850	74 025	83·3	—	14 377

All Class 4 Licence Operations April 1978

Table 25.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	30	8	43	140	—	5 303	4 246	80.1	560	392	70.0
British Airtours	150	35	205	1 956	—	28 426	16 073	56.5	2 587	1 413	54.6
British Caledonian Airways	42	48	73	—	4 046	4 653	3 822	82.2	436	329	75.3
Britannia Airways	187	110	299	12 281	1 372	24 262	23 114	95.3	2 065	1 982	96.0
British Island Airways	—	2	2	—	89	22	20	89.0	2	2	81.5
British Midland Airways	9	14	25	—	996	690	675	97.8	56	52	93.3
Dan-Air Services	547	268	856	—	23 791	71 050	55 685	78.4	5 684	4 454	78.4
Intra Airways	44	97	125	—	4 952	3 096	2 246	72.6	255	167	65.6
Laker Airways	198	131	482	—	9 076	17 972	14 293	79.5	1 553	1 297	83.6
Monarch Airlines	55	42	91	—	3 331	6 081	4 118	67.7	728	373	51.3
TOTAL	1 262	755	2 200	14 377	47 653	161 555	124 293	76.9	13 925	10 461	75.1

International Class 4 Licence Operations April 1978

Table 25.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	30	8	43	140	—	5 303	4 246	80.1	560	392	70.0
British Airtours	150	35	205	1 956	—	28 426	16 073	56.5	2 587	1 413	54.6
British Caledonian Airways	42	48	73	—	4 046	4 653	3 822	82.2	436	329	75.3
Britannia Airways	187	110	299	12 281	1 372	24 262	23 114	95.3	2 065	1 982	96.0
British Island Airways	—	2	2	—	89	22	20	89.0	2	2	81.5
British Midland Airways	9	12	23	—	864	630	621	98.5	51	48	93.7
Dan-Air Services	547	268	856	—	23 791	71 050	55 685	78.4	5 684	4 454	78.4
Intra Airways	44	97	125	—	4 952	3 096	2 246	72.6	255	167	65.6
Laker Airways	198	131	482	—	9 076	17 972	14 293	79.5	1 553	1 297	83.6
Monarch Airlines	55	42	91	—	3 331	6 081	4 118	67.7	728	373	51.3
TOTAL	1 262	753	2 198	14 377	47 521	161 495	124 239	76.9	13 920	10 457	75.1

Domestic Class 4 Licence April 1978

Table 25.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Midland Airways	1	2	2	—	132	60	54	90.4	5	4	89.7
TOTAL	1	2	2	—	132	60	54	90.4	5	4	89.7

All Class 6 Licence Operations April 1978

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	22	18	38	5 915	392	216	55.0
British Caledonian Airways	429	101	568	1 404	12 826	8 265	64.4
Air Freight	5	22	24	55	17	12	72.8
Air-Bridge Carriers	103	192	287	1 019	1 598	656	41.0
British Air Ferries	58	110	247	214	416	171	41.0
I.A.S. Cargo Airlines	301	95	428	1 505	11 202	9 657	86.2
Intra Airways	14	28	35	149	91	74	82.1
Redcoat Air Cargo	73	27	155	149	1 131	426	37.6
Tradewinds Airways	650	276	1 092	4 305	22 508	13 209	58.7
Transmeridian Air Cargo	726	222	1 250	2 080	24 493	14 034	57.3
TOTAL	2 381	1 091	4 124	16 795	74 673	46 719	62.6

International Class 6 Licence Operations April 1978

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways	22	18	38	5 915	392	216	55.0
British Caledonian Airways	429	101	568	1 404	12 826	8 265	64.4
Air Freight	5	22	24	55	17	12	72.8
Air-Bridge Carriers	68	59	158	416	1 160	494	42.6
British Air Ferries	51	95	219	179	358	156	43.4
I.A.S. Cargo Airlines	301	95	428	1 505	11 202	9 657	86.2
Intra Airways	14	28	35	149	91	74	82.1
Redcoat Air Cargo	73	27	155	149	1 131	426	37.6
Tradewinds Airways	650	276	1 092	4 305	22 508	13 209	58.7
Transmeridian Air Cargo	726	222	1 250	2 080	24 493	14 034	57.3
TOTAL	2 339	943	3 968	16 157	74 177	46 542	62.7

Domestic Class 6 Licence Operations April 1978

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		
					Available (000)	Used (000)	Percentage of available
Air-Bridge Carriers	35	133	128	603	438	162	36.9
British Air Ferries	7	15	27	35	58	15	26.0
TOTAL	42	148	156	638	496	177	35.7

8 All Class 7 Licence Operations April 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	414	2 749	2 057	28 618	8 935	4 699	52.6	22	873	405	4	401	46.4
Bristow Helicopters	532	3 796	3 197	37 539	8 868	5 917	66.7	188	755	561	27	534	74.3
British Executive Air Services	120	4 374	753	18 500	1 680	550	32.7	25	156	51	1	50	32.7
Management Aviation	88	1 103	433	2 114	665	392	58.9	7	49	30	—	30	61.2
North Scottish Helicopters	157	3 329	785	9 988	628	471	75.0	—	48	36	—	36	75.0
TOTAL	1 311	15 351	7 225	96 759	20 776	120 29	57.7	242	1 881	1 083	31	1 052	57.4

International Class 7 Licence Operations April 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	411	2 668	2 044	28 464	8 877	4 694	52.9	16	867	403	3	400	46.5
Bristow Helicopters	532	3 796	3 197	37 539	8 868	5 917	66.7	188	755	561	27	534	74.3
British Executive Air Services	120	4 374	753	18 500	1 680	550	32.7	25	156	51	1	50	32.7
Management Aviation	88	1 103	433	2 114	665	392	58.9	7	49	30	—	30	61.2
North Scottish Helicopters	157	3 329	785	9 988	628	471	75.0	—	48	36	—	36	75.0
TOTAL	1 308	15 270	7 212	96 605	20 718	12 024	58.0	236	1 875	1 081	31	1 050	57.6

Domestic Class 7 Licence April 1978

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km ava lable (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	3	81	13	154	58	5	8.6	6	6	2	1	1	33.3
TOTAL	3	81	13	154	58	5	8.6	6	6	2	1	1	33.3

All Exempt Operations April 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	231	268	465	5 676	10 321	5 061	49.0	1 104	3 380	1 652	1 201	451	48.9
British Airtours	2	2	4	132	422	147	34.9	—	38	13	—	13	34.9
British Caledonian Airways	146	62	211	923	1 488	843	56.6	1 060	4 777	3 842	3 770	73	80.4
Air Anglia	28	97	95	248	193	76	39.3	—	19	8	—	8	42.1
Air Faisal	71	26	142	—	—	—	—	407	1 215	1 105	1 105	—	90.9
Air Freight	25	65	121	813	654	325	49.6	32	72	34	10	24	47.6
Air-Bridge Carriers	—	2	1	80	13	10	80.0	—	1	1	—	1	61.5
Alidair	32	121	118	4 166	1 660	1 121	67.6	5	166	91	2	90	55.0
Britannia Airways	83	130	148	13 888	10 755	8 877	82.5	—	915	755	—	755	82.5
British Air Ferries	34	93	125	1 993	1 298	808	62.2	35	149	91	18	73	61.2
British Island Airways	54	122	174	504	244	173	71.1	260	248	119	104	15	48.0
British Midland Airways	347	596	718	33 761	38 903	20 851	53.6	223	3 771	1 789	163	1 626	47.4
Brymon Airways	3	12	11	113	54	26	47.1	—	5	2	—	2	44.9
Dan-Air Services	347	849	1 142	27 043	20 997	13 799	65.7	38	1 603	1 070	13	1 058	66.8
General Aviation Services	26	90	126	—	—	—	—	147	93	39	39	—	41.9
I.A.S. Cargo Airlines	880	285	1 242	—	—	—	—	3 446	34 384	19 535	19 535	—	56.8
Invicta International Airlines	76	46	177	—	—	—	—	391	884	812	812	—	91.9
Loganair	108	537	480	2 718	1 430	708	49.5	—	130	65	—	65	50.0
Monarch Airlines	11	8	18	534	1 862	770	41.4	—	181	70	—	70	38.5
Transmeridian Air Cargo	116	30	196	—	—	—	—	217	2 968	1 445	1 445	—	48.7
TOTAL	2 619	3 441	5 714	92 592	90 294	53 596	59.3	7 366	54 996	32 538	28 215	4 322	59.1

International Exempt Operations April 1978

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	227	250	450	5 179	10 052	4 871	48.5	1 104	3 358	1 635	1 201	434	48.7
British Airtours	2	2	4	132	422	147	34.9	—	38	13	—	13	34.9
British Caledonian Airways	146	62	211	923	1 488	843	56.6	1 060	4 777	3 842	3 770	73	80.4
Air Anglia	14	28	40	84	96	43	44.8	—	9	5	—	5	55.5
Air Faisal	71	26	142	—	—	—	—	407	1 215	1 105	1 105	—	90.9
Air Freight	12	27	57	196	279	123	44.0	30	36	18	9	9	49.0
Air-Bridge Carriers	—	2	1	80	13	10	80.0	—	1	1	—	1	61.5
Alidair	8	18	25	824	284	243	85.8	—	28	19	—	19	68.4
Britannia Airways	83	130	148	13 888	10 755	8 877	82.5	—	915	755	—	755	82.5
British Air Ferries	27	75	100	1 908	1 164	780	67.0	18	117	78	8	71	67.2
British Island Airways	2	4	6	162	78	62	79.7	—	7	5	—	5	73.2
British Midland Airways	143	136	254	10 500	21 570	10 788	50.0	89	2 010	936	95	841	46.6
Brymon Airways	3	12	11	113	54	26	47.1	—	5	2	—	2	44.9
Dan-Air Services	82	102	211	5 068	8 063	5 633	69.9	1	636	445	—	445	70.1
General Aviation Services	6	10	27	—	—	—	—	8	22	5	5	—	21.4
I.A.S. Cargo Airlines	880	285	1 242	—	—	—	—	3 446	34 384	19 535	19 535	—	56.8
Invicta International Airlines	76	46	177	—	—	—	—	391	884	812	812	—	91.9
Monarch Airlines	11	8	18	534	1 862	770	41.4	—	181	70	—	70	38.5
Transmeridian Air Cargo	116	30	196	—	—	—	—	217	2 968	1 445	1 445	—	48.7
TOTAL	1 908	1 253	3 319	39 591	56 181	33 217	59.1	6 771	51 590	30 726	27 983	2 743	59.5

Domestic Exempt Operations April 1978

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	4	18	15	497	268	190	70.9	—	23	17	—	17	72.6
Air Anglia	14	69	55	164	96	33	34.2	—	10	3	—	3	34.2
Air Freight	12	38	64	617	375	202	53.8	2	35	16	1	16	46.1
Alidair	24	103	94	3 342	1 376	878	63.8	5	138	72	2	70	52.2
British Air Ferries	7	18	25	85	134	27	20.3	18	32	13	10	3	39.4
British Island Airways	52	118	169	342	166	111	67.0	260	241	114	104	9	47.3
British Midland Airways	204	460	464	23 261	17 333	10 063	58.1	134	1 761	853	68	785	48.5
Dan-Air Services	264	747	931	21 975	12 934	8 166	63.1	37	967	625	12	613	64.7
General Aviation Services	20	80	99	—	—	—	—	138	70	34	34	—	48.4
Logenair	108	537	480	2 718	1 430	708	49.5	—	130	65	—	65	50.0
TOTAL	710	2 188	2 395	53 001	34 113	20 379	59.7	595	3 406	1 812	232	1 580	53.2

Class 5 Operations for UK Operators April 1978

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	1	5	4	295	71	65	91.5	..	6	5	—	—	5	83.3
British Airtours	62	22	84	2 892	11 512	8 218	71.4	..	1 048	719	—	—	719	68.6
Air-Bridge Carriers	5	19	13	704	250	169	67.6	..	26	14	—	—	14	53.8
Alldair	51	234	211	8 200	3 658	1 916	52.4	..	286	174	—	32	142	60.8
Britannia Airways	28	14	36	1 551	2 865	2 436	85.0	..	237	201	—	—	201	84.8
British Air Ferries	1	2	2	89	56	45	80.4	..	5	4	—	—	4	80.0
British Midland Airways	2	7	7	229	159	95	59.7	..	13	8	—	—	8	61.5
Dan-Air Services	420	152	588	3 093	5 726	4 078	71.2	..	15 474	12 356	—	12 031	325	79.9
Intra Airways	25	74	95	1 600	7 271	439	6.0	..	1 489	559	—	525	34	37.5
Monarch Airlines	12	10	19	899	2 027	1 366	67.4	..	197	124	—	—	124	62.9
TOTAL	607	539	1 058	19 552	33 595	18 827	56.0	..	18 781	14 164	—	12 588	1 576	75.4

Class 5 Operations for Non-UK Operators April 1978

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	54	28	72	2 643	5 030	4 273	85.0	..	500	401	15	20	366	80.2
British Airtours	117	34	156	3 298	22 187	11 387	51.3	..	2 019	996	—	—	996	49.3
British Caledonian Airways	26	13	39	436	1 329	249	18.7	..	406	159	—	138	21	39.2
Air Freight	11	30	48	—	—	—	—	..	41	31	—	31	—	75.6
Britannia Airways	17	17	23	1 764	2 104	1 890	89.8	..	128	118	—	—	118	92.2
British Island Airways	18	46	57	—	—	—	—	..	80	34	—	34	—	42.5
British Midland Airways	413	277	668	23 080	71 630	34 975	48.8	..	7 359	3 159	—	423	2 736	42.9
Dan-Air Services	24	35	43	2 903	3 449	2 807	81.4	..	276	225	—	—	225	81.5
I.A.S. Cargo Airline	51	16	70	—	—	—	—	..	1 969	1 692	—	1 692	—	85.9
Intra Airways	2	4	4	194	204	67	32.8	..	16	5	—	—	5	31.3
Laker Airways	184	48	235	5 766	34 620	30 325	87.6	..	6 540	2 425	—	—	2 425	37.1
Tradewinds Airways	108	34	151	—	—	—	—	..	4 502	3 162	—	3 162	—	70.2
Transmeridian Air Cargo	79	16	131	—	—	—	—	..	2 165	1 187	—	1 187	—	54.8
TOTAL	1 104	598	1 698	40 084	140 553	85 973	61.2	..	26 001	13 594	15	6 687	6 892	52.3

Aircraft Type and Utilisation—All Airlines April 1978

Table 30.1

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
Aerospatiale SA330J Puma	104	518	—	511	—	6 089	1 223	6	3.2
Aviation Traders Carvair	41	8	50	6	170	30	20	2	2.2
Aviation Traders Merchantman	465	—	523	—	833	—	—	6	4.5
AW650 Argosy	42	—	136	—	152	—	—	3	1.9
BAC 111-200	595	1 352	4	1 381	5	54 586	25 304	9	5.5
BAC 111-300/400	1 882	2 134	—	3 640	—	116 984	116 662	17	6.5
BAC 111-500	3 881	5 907	37	7 616	43	387 709	284 601	35	6.3
BAC/Aerospatiale Concorde	602	109	—	431	—	6 110	33 918	5	2.6
Bell 206 Jet Ranger	—	—	—	—	—	—	—	2	—
Bell 212 Twin	127	4 577	—	789	—	19 761	591	9	2.3
Boeing 707-120/120B	559	185	—	907	—	24 716	83 415	3	6.9
Boeing 707-320C/336	5 491	1 286	600	4 864	2 788	86 936	315 881	32	8.5
Boeing 707-420	971	427	—	1 439	—	57 369	128 610	9	6.4
Boeing 720/720B	421	243	—	630	—	31 053	59 007	3	9.0
Boeing 727-100	928	473	—	1 397	—	49 677	105 020	8	6.7
Boeing 737-200	2 916	1 732	—	4 607	—	196 542	333 940	16	8.0
Boeing 747-100	5 013	1 226	—	6 521	—	145 164	1 077 859	19	11.3
Boeing 747-200	1 212	254	—	1 548	—	28 882	243 626	4	11.3
Bristol Britannia 300	284	—	127	—	613	—	—	5	4.5
Britten-Norman Islander	108	1 461	—	520	—	3 576	344	11	1.7
Britten-Norman Trislander	209	2 390	—	1 100	—	22 843	1 703	14	2.4
Canadair CL 44	899	—	322	—	1 744	—	—	11	4.9
DC3 Dakota/Pionair	143	328	302	311	405	5 384	985	12	2.5
DH 106 Comet 4B/C	869	660	—	1 485	—	67 918	90 994	13	2.4
DHC 6 Twin-Otter	80	409	—	363	—	3 204	733	3	2.4
Fokker Friendship 100/600	602	1 300	—	1 565	—	25 374	15 090	8	6.3
Hawker Siddeley 121 Trident 1C	479	876	—	950	—	58 012	31 601	11	2.5
Hawker Siddeley 121 Trident 1E	343	650	—	818	—	58 210	30 147	4	5.5
Hawker Siddeley 121 Trident 2E	1 492	1 277	—	2 494	—	87 967	101 301	16	5.5
Hawker Siddeley 121 Trident 3B	2 275	3 018	—	4 423	—	283 109	204 563	25	4.9
HP Herald 100/200	767	2 479	753	2 149	726	63 524	13 999	26	3.5
HS 748	579	1 920	—	2 060	—	48 865	16 868	19	3.8
Lockheed L1011 Tristar	1 340	769	—	2 037	—	113 146	204 985	9	6.0
MBB BO 105	211	4 230	11	1 049	3	10 780	629	3	10.8
McDonnell-Douglas DC10-10	1 003	212	—	1 326	—	53 905	259 128	4	9.6
McDonnell-Douglas DC8-54F/55F	1 037	—	331	—	1 432	—	—	6	9.1
McDonnell-Douglas DC9-10 to 40	267	583	—	590	—	23 727	12 273	3	5.7
McDonnell-Douglas DC-10-30	479	147	—	639	—	10 259	66 005	2	11.8
Piper PA23 Aztec (and Apache)	2	8	—	8	—	27	6	2	0.3
Piper PA31 Navajo (All Series)	232	995	—	795	—	3 326	928	7	2.4
Sikorsky 58T	109	654	8	649	4	3 916	654	10	2.6
Sikorsky S61N	740	4 689	—	4 035	—	59 487	9 210	38	3.4
Vickers Super VC10	3 178	947	—	4 327	—	54 993	281 346	15	9.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	83	341	14	310	19	12 366	3 037	5	2.7
Vickers Viscount 700D/800/810	1 101	4 000	28	3 649	35	138 119	41 646	29	4.0
Westland S55 Whirlwind	—	—	—	—	—	—	—	2	—
Westland Wessex	44	1 052	—	317	—	4 111	172	4	2.7
TOTAL	44 206	55 826	3 246	74 256	8 972	2 427 756	4 198 027	506	5.2

Aircraft Type and Utilisation—Individual Airlines Table 30.2

April 1978

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
British Airways									
HS 748	66	270	—	237	—	6 609	1 853	2	5.1
Vickers Viscount 700D/800/810	690	2 679	—	2 392	—	91 899	25 679	18	4.4
BAC 111-300/400	603	1 225	—	1 287	—	53 668	24 698	7	5.0
BAC 111-500	1 722	3 669	—	3 744	—	222 074	98 251	18	5.9
Hawker Siddeley 121 Trident 2E	1 492	1 277	—	2 494	—	87 967	101 301	16	5.5
Aviation Traders Merchantman	403	—	467	—	697	—	—	5	4.9
Hawker Siddeley 121 Trident 1C	479	876	—	950	—	58 012	31 601	11	2.5
Hawker Siddeley 121 Trident 3B	2 275	3 018	—	4 423	—	283 109	204 563	25	4.9
Hawker Siddeley 121 Trident 1E	343	650	—	818	—	58 210	30 147	4	5.5
Vickers Super VC10	3 178	947	—	4 327	—	54 993	281 346	15	9.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Lockheed L1011Tristar	1340	769	—	2037	—	113 146	204 985	9	6.0
Boeing 707-320C/336	2 338	539	256	2 110	1 170	28 044	147 360	11	10.1
Boeing 747-100	5 013	1 226	—	6 521	—	145 164	1 077 859	19	11.3
Boeing 747-200	1 212	254	—	1 548	—	28 882	243 626	4	11.3
BAC/Aerospatiale Concorde	602	109	—	431	—	6 110	33 918	5	2.6
TOTAL	21 755	17 508	723	33 319	1 867	1 237 887	2 507 186	170	6.4
British Airtours									
Boeing 707-420	971	427	—	1 439	—	57 369	128 610	9	6.4
British Airways Helicopters									
Sikorsky S61N	418	2 669	—	2 082	—	33 308	5 037	22	3.0
Sikorsky 58T	13	265	—	71	—	1 434	71	2	3.0
Bell 212 Twin	7	203	—	36	—	1 261	41	1	1.4
TOTAL	438	3 137	—	2 189	—	36 003	5 149	25	2.9
British Caledonian Airways									
Piper PA31 Navajo (All Series)	24	126	—	114	—	274	55	1	5.8
BAC 111-200	487	1 176	4	1 152	5	45 932	19 666	7	6.2
BAC 111-500	905	1 241	37	1 743	43	67 238	57 446	9	9.1
Boeing 707-320C/336	2 103	296	224	1 678	1 090	18 712	105 827	9	11.8
McDonnell-Douglas DC-10-30	479	147	—	639	—	10 259	66 005	2	2.8
TOTAL	3 998	2 986	265	5 326	1 138	142 415	248 999	28	7.4
Air Anglia									
Fokker Friendship 100/600	602	1 300	—	1 565	—	25 374	15 090	8	6.3
Piper PA31 Navajo (All Series)	188	777	—	601	—	2 654	789	6	2.0
TOTAL	790	2 077	—	2 166	—	28 028	15 879	14	4.2
Air Faisal									
Bristol Britannia 300	71	—	26	—	142	—	—	2	2.6
Air Freight									
DC3 Dakota/Pionair	64	51	176	99	216	813	325	5	3.3
Air Wales									
Piper PA31 Navajo (All Series)	20	92	—	80	—	398	84	..	..

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 March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
Air-Bridge Carriers							
HP Herald 100/200	42	21 239	14 120	784	179	2	1.4
AW650 Argosy	42	— 136	— 152	—	—	3	1.9
Aviation Traders Merchantman	61	— 56	— 136	—	—	1	2.3
TOTAL	146	21 431	14 408	784	179	6	1.8
Alidair							
Vickers Viscount 700	83	341 14	310 19	12 366	3 037	5	2.7
Aurigny Air Services							
Britten-Norman Trislander	97	1 795 —	552 —	17 338	891	6	2.3
Britten-Norman Islander	9	138 —	48 —	635	39	2	0.7
TOTAL	106	1 933 —	600 —	17 973	930	8	1.9
Bristow Helicopters							
Bell 206 Jet Ranger	—	— —	— —	—	—	2	—
Bell 212 Twin	—	— —	— —	—	—	1	—
Sikorsky S61N	322	2 020 —	1 953 —	26 179	4 173	16	4.0
Westland Wessex	44	1 052 —	317 —	4 111	172	4	2.7
Sikorsky 58T	62	206 —	416 —	1 160	349	6	2.2
Aerospatiale SA330J Puma	104	518 —	511 —	6 089	1 223	6	3.2
Westland S55 Whirlwind	—	— —	— —	—	—	2	—
TOTAL	532	3 796 —	3 197 —	37 539	5 917	37	3.0
Britannia Airways							
Boeing 737-200	2 916	1 732 —	4 607 —	196 542	333 940	16	8.0
British Air Ferries							
HP Herald 100/200	238	875 60	830 76	18 306	4 392	11	2.6
Aviation Traders Carvair	41	8 50	6 170	30	20	2	2.2
TOTAL	279	883 110	836 246	18 336	4 412	13	2.6
British Executive Air Services							
Bell 212 Twin	120	4 374 —	753 —	18 500	550	7	2.7
British Island Airways							
HP Herald 100/200	487	1 583 454	1 305 530	44 434	9 428	13	4.7
British Midland Airways							
Vickers Viscount 700D/800/810	306	1 083 —	1 004 —	35 098	11 573	8	4.3
McDonnell-Douglas DC9-10 to 40	267	583 —	590 —	23 727	12 273	3	5.7
Boeing 707-320C/336	536	390 —	883 —	32 330	44 506	6	7.8
TOTAL	1 109	2 056 —	2 477 —	91 155	68 352	17	5.6
Brymon Airways							
Britten-Norman Islander	5	30 —	24 —	86	17	1	2.4
DHC 6 Twin-Otter	54	318 —	251 —	2 192	444	2	2.7
TOTAL	59	348 —	275 —	2 278	460	3	2.6

Table 30.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
Dan-Air Services									
HS 748	513	1 650	—	1 823	—	42 256	15 014	17	3.6
BAC 111-200	108	176	—	229	—	8 654	5 637	2	4.6
BAC 111-300/400	582	514	—	1 050	—	35 292	41 998	5	5.3
BAC 111-500	931	716	—	1 557	—	74 365	99 223	6	7.3
DH 106 Comet 4B/C	869	660	—	1 485	—	67 918	90 994	13	2.4
Boeing 727-100	928	473	—	1 397	—	49 677	105 020	8	6.7
Boeing 707-320C/336	513	61	120	193	528	7 850	18 188	5	4.5
TOTAL	4 446	4 250	120	7 734	528	286 012	376 075	56	4.3
General Aviation Services									
DC3 Dakota/Pionair	26	—	90	—	126	—	—	..	..
Haywards Aviation									
Britten-Norman Islander	6	39	—	29	—	109	19	1	0.8
Piper PA23 Aztec (and Apache)	2	8	—	8	—	27	6	2	0.3
TOTAL	8	47	—	37	—	136	25	3	0.5
I.A.S. Cargo Airlines									
Bristol Britannia 300	64	—	28	—	139	—	—	1	7.0
McDonnell-Douglas DC8-54F/55F	706	—	222	—	976	—	—	4	10.8
TOTAL	770	—	250	—	1 115	—	—	5	9.7
Intra Airways									
DC3 Dakota/Pionair	53	277	36	212	63	4 571	661	7	1.5
Vickers Viscount 700D/800/810	105	238	28	253	35	11 122	4 395	3	1.2
TOTAL	158	515	64	465	98	15 693	5 055	10	1.4
Invicta International Airlines									
Bristol Britannia 300	76	—	46	—	177	—	—	1	4.6
Laker Airways									
BAC 111-300/400	698	395	—	1 303	—	28 024	49 967	5	9.9
McDonnell-Douglas DC10-10	1 003	212	—	1 326	—	53 905	259 128	4	9.6
Boeing 707-120/120B	490	145	—	802	—	19 330	73 876	3	7.1
TOTAL	2 190	752	—	3 431	—	101 259	382 971	12	9.1
Loganair									
Britten-Norman Trislander	112	595	—	548	—	5 505	813	8	2.4
Britten-Norman Islander	88	1 254	—	419	—	2 746	269	7	1.9
DHC 6 Twin-Otter	26	91	—	112	—	1 012	289	1	2.1
TOTAL	226	1 940	—	1 079	—	9 263	1 370	16	2.2
Management Aviation									
Sikorsky 58T	34	183	8	162	4	1 322	234	2	3.1
MBB BO 105	54	901	11	264	3	792	158	3	2.7
TOTAL	88	1 084	19	426	7	2 114	392	5	2.8

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 March 1978	Daily utilisation per aircraft (hrs) Quarter ended March 1978
Monarch Airlines									
BAC 111-500	322	281	—	572	—	24 032	29 682	2	7.2
Boeing 707-120/120B	70	40	—	105	—	5 386	9 539	1	9.0
Boeing 720/720B	421	243	—	630	—	31 053	59 007	3	—
TOTAL	813	564	—	1 307	—	60 471	98 228	6	8.0
North Scottish Helicopters									
MBB BO 105	157	3 329	—	785	—	9 988	471	..	..
Redcoat Air Cargo									
Bristol Britannia 300	73	—	27	—	155	—	—	1	6.0
Tradewinds Airways									
Canadair CL 44	309	—	163	—	623	—	—	4	5.9
Trans-Meridian Air Cargo									
Canadair CL 44	590	—	159	—	1 121	—	—	7	4.3
McDonnell-Douglas DC8-54F/55F	331	—	109	—	456	—	—	2	6.7
TOTAL	921	—	268	—	1 577	—	—	9	4.7
GRAND TOTAL	44 206	55 826	3 246	74 256	8 972	2 427 756	4 198 027	506	5.2

Operations Subject to Variable Charge by Type of Licence April 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	620 049	353 911	94 168	259 740	57.1
Class 2	31 356	21 167	—	21 167	67.5
Class 3	88 849	74 025	—	74 025	83.3
Class 4	13 925	10 461	—	10 461	75.1
Class 5A	18 775	14 159	12 588	1 571	75.4
Class 6	60 351	39 296	39 294	2	65.1
Class 7	1 642	976	30	946	59.4
TOTAL	834 947	513 995	146 080	367 912	61.6
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	36 380	24 758	13 916	10 841	68.0
Exempt Services	35 769	19 981	15 754	4 227	55.9
Class 5B	21 487	10 422	3 540	6 882	48.5
Small Aircraft Operations	725	354	6	348	48.8
TOTAL	94 362	55 515	33 217	22 299	58.8
GRAND TOTAL	929 309	569 510	179 297	390 211	61.3

Output by Type of Licence and Aircraft Ownership April 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	620 535	299	16 574	637 408
Class 2	31 356	—	—	31 356
Class 3	88 849	—	—	88 849
Class 4	13 925	—	—	13 925
Class 6	60 351	—	14 322	74 673
Class 7	1 881	—	—	1 881
Exempt Services	35 769	18 245	981	54 996
TOTAL	852 666	18 544	31 878	903 088
Class 5A	18 775	6	—	18 781
Class 5B	21 487	12	4 502	26 001
TOTAL	40 262	18	4 502	44 782
GRAND TOTAL	892 928	18 562	36 380	947 870

Passenger Analysis by Type of Licence and Fare Category April 1978

Table 33.1

SCHEDULED

		Fare Categories								Total Passengers
		First Class	Normal Economy	Individual travel – only fares Excursion	Apex/ Ipex	Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	
Class 1	All	46 445	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 583 543
	International	46 445	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 081 142
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	502 401

NON-SCHEDULED

Table 33.2

		Fare Categories				Total Passengers
Licence Class		ABC	TGC	IT	Other	
Class 2	All	31 820	8 755	—	—	40 575
	International	31 820	8 755	—	—	40 575
	Domestic	—	—	—	—	—
Class 3	All	—	—	537 423	—	537 423
	International	—	—	537 423	—	537 423
	Domestic	—	—	—	—	—
Class 4	All	—	—	14 377	47 653	62 030
	International	—	—	14 377	47 521	61 898
	Domestic	—	—	—	132	132
Class 7	All	—	—	—	96 759	96 759
	International	—	—	—	96 605	96 605
	Domestic	—	—	—	154	154
Exempt	All	—	—	—	92 592	92 592
	International	—	—	—	39 591	39 591
	Domestic	—	—	—	53 001	53 001
TOTAL NON-SCHEDULED						
	All	31 820	8 755	551 800	237 004	829 379
	International	31 820	8 755	551 800	183 717	776 092
	Domestic	—	—	—	53 287	53 287

(a) Under revision

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 charter flights;

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

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

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

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

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

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

Appendix B Measures and their Computation

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

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.