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Civil Aviation Authority



CAA Monthly Statistics
(up to and including October 1979)

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Foreword

1 CONTENT

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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Civil Aviation Authority
Room T415
CAA House Tel. 01 379 7311 Ext. 2504 (Airline Statistics and General Enquiries)
45/59 Kingsway
London WC2B 6TE Ext. 2519 (Airport and Air Passenger Statistics)

- 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—October 1979

Activity at UK Airports

1. Air Transport Movements

UK airports handled 83 000 air transport movements during October 1979 (8.2 per cent increase when compared with the same month in the previous year); of which 5.4 per cent were all-cargo movements. The number of scheduled air transport movements rose by 9.5 per cent and the number of charter air transport movements rose by 4.6 per cent. The UK operators' share of scheduled movements rose by 1.2 percentage points to stand at 76.9 per cent of the total and their share of charter movements rose marginally to stand at 87.0 per cent. of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports reported 38 000 air transport movements (5.7 per cent increase when compared to October 1978); of which 5.4 per cent were all-cargo movements. Gatwick reported the greatest increase in movements handled (1 143 additional movements; 12.6 per cent growth) followed by Heathrow with 944 additional movements (4.0 per cent growth) and Luton with 257 additional movements (15.4 per cent growth). Both Southend and Stansted reported decreases in movements handled (233 fewer movements; 18.0 per cent decline and 34 fewer movements; 7.5 per cent decline respectively).

1.2 Air Transport Movements Outside the London Area

UK airports outside the London area handled 45 000 air transport movements (10.3 per cent increase when compared with October 1978); of which 5.7 per cent were all-cargo movements. Liverpool reported the greatest increase in movements handled (6 766 additional movements; 82.7 per cent growth) probably caused by the diversion of continuing work on the runway at Manchester). Edinburgh reported the second highest increase (604 additional movements; 30.6 per cent growth) and Glasgow reported 587 additional movements (14.3 per cent growth). Hawarden reported the greatest decrease in movements (from 88 in October 1978 to nil in October 1979). This was caused by the withdrawal of Air Wales scheduled service. Tees-side reported the second largest decrease (79 fewer movements; 6.8 per cent decline) and Humberside reported 67 fewer movements (12.8 per cent decline).

2. Terminal Passengers

5.2 million terminal passengers used UK airports during October 1979 (8.6 per cent increase when compared with the same month in the previous year).

The number of scheduled passengers rose by 9.5 per cent and the number of charter passengers rose by 5.8 per cent. The UK operators' share of scheduled passengers rose by 1.1 percentage points to stand at 64.9 per cent of the total whilst their share of charter passengers declined marginally to stand at 79.5 per cent of the total.

2.1 Terminal Passengers at London Area Airports

The London area airports handled 3.6 million terminal passengers (8.1 per cent increase when compared with October 1978). Heathrow reported the greatest increase in passengers handled (175 845 additional passengers; 7.3 per cent growth) followed by Gatwick with 100 322 additional passengers (14.7 per cent growth) and Luton with 2 373 additional passengers (1.4 per cent growth). Stansted and Southend each reported falls in the number of passengers handled (7 999 fewer passengers; 24.4 per cent decline and 4 293 fewer passengers; 23.5 per cent decline respectively).

2.2 Terminal Passengers Outside the London Area

Outside the London area, UK airports handled 1.6 million terminal passengers (9.7 per cent increase when compared with October 1978). The greatest increase in passengers handled was reported by Manchester (30 972 additional passengers; 9.5 per cent growth) followed by Glasgow with 20 806 additional passengers (10.2 per cent growth) and Belfast with 19 283 additional passengers (20.5 per cent growth). Kirkwall reported the greatest decrease in passengers handled (3 254 fewer passengers; 26.4 per cent decline) followed by Blackpool with 952 fewer passengers (10.8 per cent decline) and Lydd with 896 fewer passengers (14.2 per cent decline).

2.3 International and Domestic Passengers

3.8 million passengers travelled on international services during October 1979 (7.6 per cent increase when compared with October 1978). The most heavily used international scheduled services were, once again, those to the USA carrying 19.1 per cent of all international scheduled passengers followed by those to France (10.3 per cent) and those to Germany (8.6 per cent). The most heavily used charter services were those to Spain carrying 40.5 per cent of all international charter passengers followed by those to Greece (11.3 per cent) and those to Italy (6.8 per cent). There was an increase in the number of passengers using each of the main domestic services. Glasgow services carried 19.2 per cent more passengers, Belfast services

carried 19·1 per cent more, Isle of Man services carried 13·1 per cent more, London area services carried 12·6 per cent more, Channel Islands services carried 11·3 per cent more. Penzance services carried 3·7 per cent more and Edinburgh services carried 1·3 per cent more.

3. Cargo

UK airports handled 70 000 tonnes of cargo this month (3·0 per cent increase when compared with October 1978); of which 49·4 per cent was carried on all-cargo flights. The number of scheduled tonnes handled rose by 3·6 per cent and the number of charter tonnes rose marginally. The UK operators share of scheduled tonnage rose by 1·9 percentage points to stand at 45·3 per cent of the total and their share of charter tonnage rose by 7·7 percentage points to stand at 92·0 per cent of the total.

3.1 Cargo at London Area Airports

The London area airports handled 57 000 tonnes of cargo (3·7 per cent increase when compared with October 1978) of which 45·0 per cent was carried on all-cargo services. Gatwick reported the greatest increase in tonnage handled (1 941 additional tonnes; 22·9 per cent growth) followed by Heathrow with 1 870 additional tonnes (4·4 per cent growth) and Luton with 195 additional tonnes (49·0 per cent growth). Stansted and Southend each reported a decrease in tonnage handled (1 886 fewer tonnes; 69·5 per cent decline and 90 fewer tonnes; 11·1 per cent decline respectively).

3.2 Cargo Outside the London Area

Outside the London area UK airports handled 13 000 tonnes of cargo (a decline of 0·1 per cent when compared with October 1978); of which 68·4 per cent was carried on all-cargo flights. Liverpool reported the greatest increase in tonnage handled (1 149 additional tonnes; more than one fold growth). This was probably

caused by the diversion of some cargo services during the continuing work on Manchester's runway. The second highest growth was reported by Prestwick (171 additional tonnes; 10·7 per cent growth) followed by Belfast with 110 additional tonnes (30·6 per cent growth). Manchester reported the heaviest fall in tonnage handled (1 150 fewer tonnes; 36·7 per cent decline) followed by Southampton with 218 fewer tonnes (45·4 per cent decline) and Bournemouth with 124 fewer tonnes (15·3 per cent decline).

Output of UK Airlines

The output of UK airlines for all services in October 1979 was 1 165 million available tonne-kilometres, an increase of 12·9 per cent on October 1978.

The scheduled service output of 798 million available tonne-kilometres was 13·4 per cent more than a year earlier. The overall load factor was 63·3 per cent, compared with 59·7 the previous year. Seat kilometres used were 65·2 per cent of those available. Seat factors on domestic and international scheduled services were 64·8 and 65·2 per cent respectively compared with 65·2 and 61·9 per cent a year earlier. The non-scheduled output of 367 million available tonne-kilometres was 11·9 per cent more than in October 1978. Advance Booking Charters and Inclusive Tour Charters on Class 3 licences accounted for 26·7 and 149·3 million available tonne-kilometres respectively compared with 23·1 and 111·1 million a year earlier.

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

Size and Structure of UK Airports and Airlines

Year ended October 1979

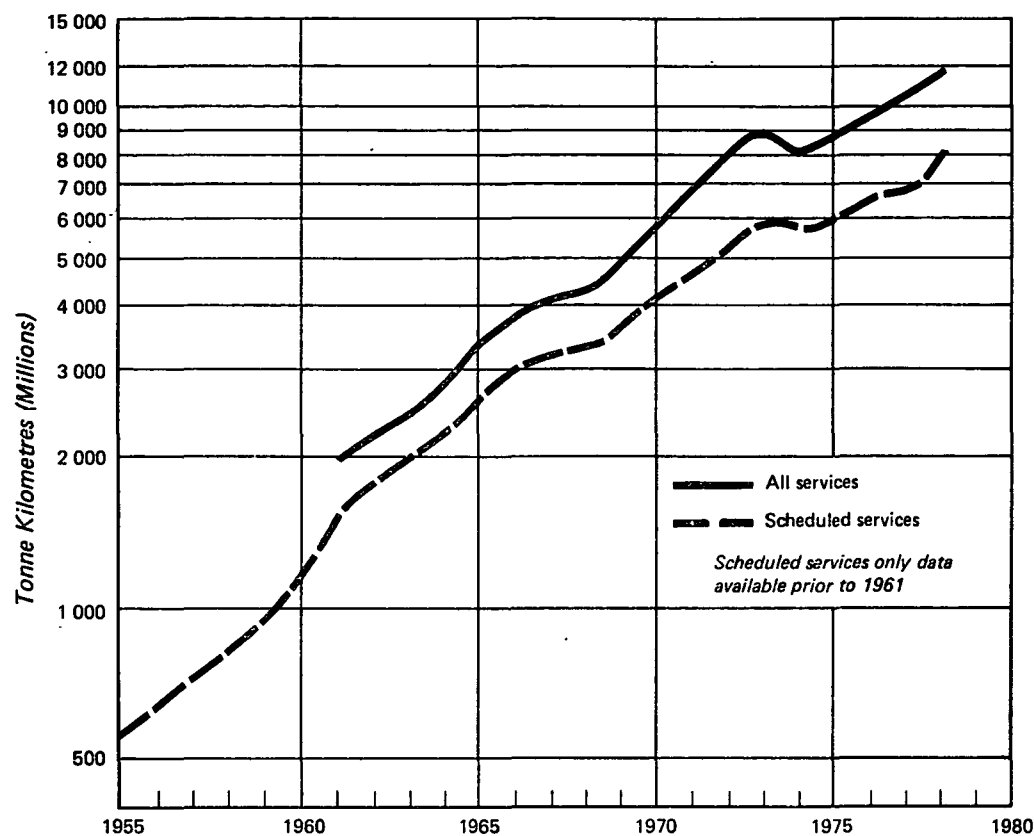
Table 1

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	27 918	49.62	100	100.00
Gatwick	8 656	15.38	98	50.38
Manchester	3 474	6.17	95	35.00
Glasgow	2 359	4.19	93	28.82
Luton	2 219	3.94	91	24.63
Birmingham	1 547	2.75	88	20.69
Belfast	1 378	2.45	86	17.94
Aberdeen	1 267	2.25	84	15.49
Edinburgh	1 233	2.19	81	13.24
Newcastle	849	1.51	79	11.05
East Midlands	599	1.07	77	9.54
Liverpool	592	1.05	74	8.47
Prestwick	422	0.75	72	7.42
Isle of Man	378	0.67	70	6.67
Leeds/Bradford	373	0.66	67	6.00
Stansted	336	0.60	65	5.34
Southampton	326	0.58	63	4.74
Teesside	282	0.50	60	4.16
Cardiff	258	0.46	58	3.66
Bristol	242	0.43	56	3.20
Southend	187	0.33	53	2.77
Other 22 Reporting Airports	1 371	2.44	51	2.44

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 at. – km of UK airlines this size smaller and
British Airways	7 607	59.70	100	100.00
British Caledonian	985	7.73	98	40.30
Laker Airways	743	5.83	95	32.57
Britannia Airways	534	4.19	93	26.74
British Cargo Airlines	486	3.81	90	22.55
Dan Air Services	484	3.80	88	18.74
British Midland Airways	326	2.56	86	14.94
Tradewinds Airways	274	2.15	83	12.38
British Airtours	267	2.10	81	10.23
Transmeridian Air Cargo	257	2.02	79	8.14
Monarch Airlines	237	1.86	76	6.12
Pelican Air Transport	116	0.91	74	4.26
Scimitar Airlines	89	0.70	71	3.35
British Island Airways	66	0.52	69	2.65
Air Transcontinental	57	0.45	67	2.13
Air Europe	50	0.39	64	1.69
Air Anglia	46	0.36	62	1.29
Redcoat Air Cargo	28	0.22	60	0.93
Air Bridge Carriers	20	0.16	57	0.71
British Airways Helicopters	12	0.09	55	0.56
Invicta International	12	0.09	52	0.46
Bristow Helicopters	11	0.09	50	0.37
Others (20 airlines)	36	0.28	48	0.28

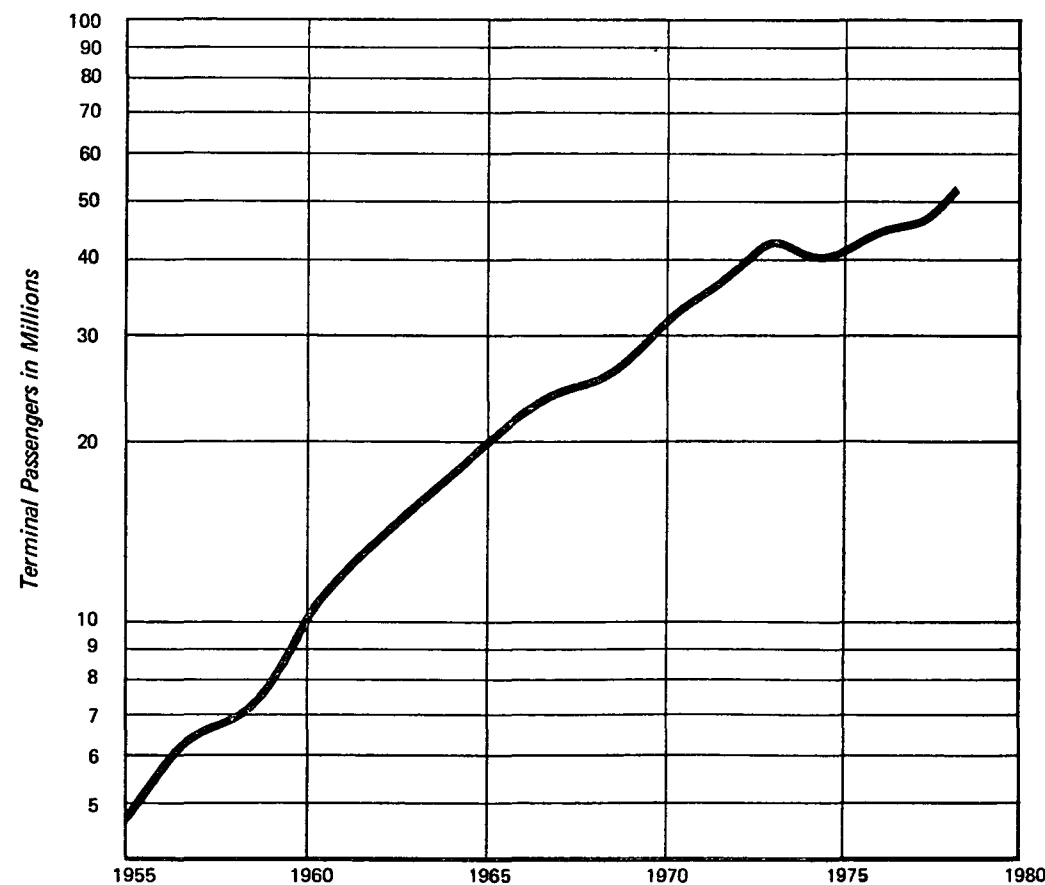
Output of UK Airlines

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	2 540
1975	1 911	701	41 846	8 927	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	2 029	862	52 829	11 970	8 095	3 875
Year ended						
October 1978	2 020	848	51 847	11 793	7 992	3 801
October 1979	2 129	892	56 374	12 761	8 764	3 997
Latest year's growth (percentages)						
	5.4	5.2	8.7	8.2	9.7	5.2
Mean rates of growth (percentages) to 1978						
20 years	6.3	3.9	9.6	..	10.8	..
10 years	3.7	3.4	5.9	8.8	7.9	11.3
5 years	1.4	3.9	6.4	9.4	8.5	11.3

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)
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
1978	862.5	52 829.5	479.1	25 328.2	203.8	10 539.0	150.7	14 284.3	28.8	2 678.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	225.1	13 651.2	124.8	6 532.7	54.5	2 817.4	38.3	3 599.6	7.6	701.5
3rd quarter	253.6	17 585.5	138.3	7 816.2	60.7	3 800.7	43.1	4 707.6	11.5	1 261.0
4th quarter	206.0	11 924.3	115.7	5 990.8	48.0	2 157.3	36.5	3 329.2	5.8	447.0
1979 1st quarter	181.2	10 055.1	107.0	5 202.8	36.9	1 804.2	33.2	2 783.6	4.0	264.5
2nd quarter	236.3	15 093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
3rd quarter	262.5	18 892.2	148.6	8 658.7	57.5	3 924.8	44.7	4 979.0	11.8	1 329.7
1978 April	67.2	3 933.5	38.0	1 989.3	15.9	738.8	11.5	1 072.0	1.8	133.4
May	76.5	4 537.9	42.5	2 182.0	18.4	943.0	13.1	1 188.1	2.5	224.7
June	81.4	5 179.8	44.2	2 361.4	20.3	1 135.5	13.6	1 339.5	3.3	343.4
July	85.9	6 029.3	46.8	2 678.8	20.4	1 255.7	14.5	1 621.1	4.2	473.6
August	85.7	5 918.3	46.9	2 598.5	20.3	1 312.0	14.7	1 579.8	3.8	428.0
September	82.0	5 637.9	44.6	2 538.9	20.0	1 233.0	13.9	1 506.7	3.4	359.4
October	76.8	4 775.3	42.1	2 295.1	18.4	939.5	13.5	1 299.7	2.8	241.0
1979 April	72.8	4 588.7	43.3	2 316.3	14.9	871.0	12.8	1 230.7	1.9	170.8
May	81.1	4 940.9	47.5	2 471.2	17.1	944.0	13.7	1 266.6	2.8	259.1
June	82.4	5 563.8	46.8	2 600.5	18.4	1 122.8	13.5	1 445.7	3.6	394.8
July	89.7	6 361.7	50.6	2 921.4	19.7	1 274.5	15.2	1 692.6	4.3	473.1
August	89.4	6 483.7	51.2	2 978.8	19.2	1 353.2	15.1	1 695.1	3.9	456.5
September	83.4	6 047.0	46.9	2 758.4	18.7	1 297.1	14.3	1 592.2	3.6	399.3
October	83.0	5 184.4	46.8	2 555.5	19.3	992.1	14.1	1 380.1	2.8	256.6

NOTE: With effect from January-September 1979 inclusive Sumburgh not included in these figures.

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	Other (000)
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.9	172.6	34.3	24.0
1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
3rd quarter	662.8	288.2	262.5	25.7	374.6	307.3	37.9	29.4
1978 April	175.8	74.2	67.2	7.0	101.6	72.0	17.7	11.9
May	196.3	84.9	76.5	8.3	111.4	83.2	17.4	10.9
June	190.0	89.3	81.4	7.9	100.7	80.0	11.9	8.8
July	198.6	93.6	85.9	7.7	150.0	83.0	14.8	7.2
August	208.2	94.5	85.7	8.7	113.8	87.9	18.1	7.8
September	189.3	89.9	82.0	7.9	99.4	74.8	14.0	10.6
October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
1979 April	184.6	79.2	73.8	6.4	105.3	85.0	10.8	9.5
May	202.0	89.2	81.1	8.0	112.8	88.7	12.0	12.1
June	207.3	90.2	82.4	7.9	117.0	93.0	13.5	10.4
July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4
August	222.0	98.5	89.4	9.1	123.5	101.7	13.0	8.8
September	205.6	91.3	83.4	7.8	114.3	94.7	10.4	9.2
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0

NOTE: With effect from January 1979 to September 1979 inclusive Sumburgh not included.

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 Sornoway 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)
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
1978	410.5	16.3	24.3	46.7	131.9	67.2	95.9	8.5	27.9	33.3	95.9
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	17.0	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	17.7	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	17.0	23.1	2.0	5.6	7.5	19.9
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	7.8	20.8	2.0	4.6	6.9	15.2
2nd quarter	116.6	4.6	7.1	13.0	36.8	8.7	28.1	2.8	9.2	9.5	27.4
3rd quarter	127.3	5.4	7.7	14.1	41.6	9.3	31.9	3.2	10.2	11.9	33.3
1978 April	32.1	1.3	2.0	3.6	10.1	5.3	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	5.7	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	6.0	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	5.9	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	6.0	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	5.8	9.4	0.9	3.1	3.4	10.4
October	36.5	1.3	2.2	4.1	11.9	6.0	8.7	0.8	2.5	2.7	8.9
1979 April	37.1	1.4	2.1	3.9	11.2	2.8	7.8	0.8	2.9	2.8	8.6
May	39.6	1.6	2.5	4.5	12.9	2.9	9.9	1.0	3.2	3.1	9.6
June	39.9	1.6	2.6	4.5	12.7	2.9	10.4	1.0	3.1	3.6	9.2
July	43.7	1.8	2.6	4.9	14.1	2.9	11.1	1.1	3.4	4.1	10.5
August	43.0	2.0	2.5	4.7	14.2	3.4	11.0	1.1	3.5	4.1	11.4
September	40.6	1.7	2.6	4.5	13.3	3.0	9.8	1.0	3.3	3.7	11.4
October	38.6	1.6	2.5	4.1	13.4	6.3	10.0	0.8	2.7	3.1	8.7

NOTE: With effect from January 1979 to September 1979 inclusive Sumburgh not included.

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)
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	1 655.8	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
1978	36 869.6	358.1	736.7	1 431.7	4 853.6	1 041.9	5 117.0	235.5	663.2	1 522.1	1 990.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	268.4	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	280.6	1 806.1	86.9	260.3	547.3	780.1
4th quarter	8 332.0	81.3	171.0	307.1	1 135.6	260.8	1 145.5	48.8	122.5	319.7	389.3
1979 1st quarter	7 181.7	55.8	128.1	255.2	998.3	81.5	933.4	52.4	79.2	289.5	226.4
2nd quarter	10 495.6	115.6	229.3	436.3	1 406.8	106.1	1 549.4	66.7	218.8	468.9	629.7
3rd quarter	13 047.4	140.4	280.1	543.7	1 703.1	118.8	2 038.7	94.9	269.0	656.0	348.2
1978 April	2 791.7	27.8	52.7	102.2	351.3	83.3	352.2	14.8	53.1	104.3	149.0
May	3 129.2	32.0	69.6	133.5	416.6	89.1	458.7	19.9	69.9	119.3	207.1
June	3 544.7	32.8	74.9	154.1	480.5	96.0	550.1	23.3	73.0	150.5	207.5
July	4 194.0	41.1	87.0	160.5	544.0	96.3	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	95.5	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	88.8	594.7	27.8	86.2	163.2	248.1
October	3 298.8	35.3	80.1	126.4	445.0	94.0	488.8	22.9	67.0	116.9	202.2
1979 April	3 310.1	38.7	66.3	119.1	403.1	33.1	393.7	19.1	64.6	141.1	174.8
May	3 388.0	37.6	76.1	149.8	476.0	34.8	536.0	21.3	74.8	146.6	218.0
June	3 797.4	39.4	87.0	167.4	527.8	38.2	619.7	26.2	79.4	181.2	236.9
July	4 377.7	43.9	92.0	181.0	598.4	39.4	686.8	29.1	83.0	230.4	269.7
August	4 473.7	51.8	90.8	181.8	565.9	43.3	710.8	34.1	96.5	235.0	295.9
September	4 196.1	44.8	97.3	181.0	538.8	36.1	641.1	31.7	89.5	190.7	282.7
October	3 565.1	38.9	79.3	139.9	481.8	96.5	552.4	25.2	66.3	139.0	207.7

NOTE: With effect from January 1979 to September 1979 inclusive Sumburgh not included in these figures.

Cargo Picked Up and Set Down by Airports

Table 7
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall 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)
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
1978	611.7	6.8	7.7	2.0	43.2	3.9	46.0	0.2	10.6	16.2	18.7
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.9	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	1.0	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	1.0	12.4	0.1	2.6	4.1	4.2
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	0.4	13.3	0.1	2.7	4.2	3.9
2nd quarter	161.8	1.6	2.3	0.6	11.6	0.4	12.6	0.1	3.3	4.0	4.9
3rd quarter	154.8	1.6	2.3	0.5	11.1	0.4	11.8	0.1	2.9	4.0	4.0
1978 April	52.9	0.5	0.5	0.1	3.5	0.3	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.3	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.3	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.3	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.3	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.3	4.2	—	0.8	1.4	1.5
October	54.8	0.9	0.9	0.3	4.0	0.3	4.6	—	0.9	1.4	1.5
1979 April	53.4	0.5	0.8	0.2	3.5	0.1	3.5	—	1.2	1.1	1.8
May	55.8	0.5	0.9	0.2	4.1	0.1	4.4	—	1.1	1.4	1.6
June	52.6	0.5	0.6	0.2	4.0	0.1	4.7	—	0.9	1.5	1.5
July	54.0	0.5	0.7	0.1	3.7	0.1	4.1	—	1.2	1.3	1.8
August	47.4	0.5	0.7	0.1	3.6	0.1	3.9	—	0.9	1.3	1.6
September	53.4	0.7	0.8	0.2	3.8	0.2	3.8	—	0.8	1.3	1.4
October	56.8	0.6	1.0	0.2	4.1	0.4	4.7	—	0.8	1.4	1.4

NOTE: With effect From January 1979 to September 1979 inclusive Sumburgh not included in these figures.

Scheduled Services by UK Airlines

Table 8.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.6	63.0
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	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979 1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.3	64.8
3rd quarter	2 523.7	1 715.5	43.5	287.3	1 384.6	68.0	20 538.6	15 183.7	73.9
1978 April	637.3	367.7	13.9	82.9	270.9	57.7	5 002.3	2 935.0	58.7
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
June	719.4	434.0	14.2	85.6	334.2	60.3	5 731.4	3 654.2	63.8
July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
1979 April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.4	60.2
June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.0	4 310.1	70.5
July	840.6	564.7	14.1	95.4	455.2	67.2	6 839.5	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
September	815.9	559.8	14.5	99.7	445.5	68.6	6 641.4	4 882.3	73.5
October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
1978	379.9	220.8	2.9	11.4	206.5	58.1	3 935.5	2 444.6	62.1
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	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.7	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.7	77.6	0.9	2.7	74.3	64.3	1 267.9	868.0	68.5
1978 April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	60.0
May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
1979 April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.6
September	38.1	24.7	0.3	0.9	23.6	65.0	401.0	275.7	68.8
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8

Scheduled Services by UK Airlines

Table 8.3

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
1978	7 714.8	4 651.2	170.2	977.1	3 503.8	60.3	60 234.8	37 997.0	63.1
1977 1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	59.0
2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978 1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979 1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 922.9	8 328.1	59.8
2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.1	62.1	17 248.4	11 190.9	64.9
3rd quarter	2 403.0	1 637.9	42.8	284.6	1 310.5	68.2	19 270.7	14 315.8	74.3
1978 April	607.3	350.8	13.7	82.0	255.1	57.8	4 690.7	2 748.3	58.6
May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
June	682.1	412.4	13.9	84.5	314.0	60.5	5 352.4	3 414.4	63.8
July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.2	61.9
1979 April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.6	3 507.8	64.2
May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
June	716.1	478.6	14.8	91.9	371.9	66.8	5 711.1	4 042.6	70.8
July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.2	4 688.1	73.3
August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
September	777.8	535.1	14.3	98.8	421.9	68.8	6 240.4	4 606.6	73.8
October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service		(a)				(b)			
		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
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
1978		3 875.8	32.4	1 234.7	10.3	616.1	5.1	2 025.1	16.9
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	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
	2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
	3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
	4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979	1st quarter	777.8	29.6	244.1	9.3	51.2	2.0	482.6	18.3
	2nd quarter	1 053.7	31.7	429.9	12.9	94.4	2.8	529.4	15.9
	3rd quarter	1 186.8	32.0	543.6	14.7	153.6	4.1	489.7	13.2
1978	April	310.2	32.7	88.9	9.4	45.3	4.8	176.1	18.6
	May	323.2	31.3	112.7	10.9	59.0	5.7	151.4	14.7
	June	360.4	33.4	137.7	12.8	78.1	7.2	144.6	13.4
	July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
	August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
	September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
	October	328.1	31.8	111.1	10.8	38.6	3.7	178.5	17.3
1979	April	311.7	30.2	114.7	11.1	28.7	2.8	168.3	16.3
	May	376.1	32.1	150.3	12.8	33.3	2.8	192.5	16.4
	June	365.9	32.7	164.9	14.7	32.4	2.9	168.6	15.1
	July	414.5	33.0	184.9	14.7	57.0	4.5	172.7	13.8
	August	394.9	31.3	186.6	14.8	49.2	3.9	159.1	12.6
	September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
	October	376.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5

(a) Excludes Inclusive Tours performed on Class 4 licences.

(b) Includes Inclusive Tours performed on Class 4 licences.

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours Performed on Class 3 Licences only

	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)
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
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
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	1 235.6	11 775	17 327	1 472	1 549
2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979 1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 586	36 267	1 606	1 674
3rd quarter	6 160.3	5 485.9	89.1	3 241.3	28 043	45 222	1 613	1 693
1978 April	1 023.5	871.5	85.2	538.1	4 989	7 741	1 552	1 620
May	1 295.5	1 071.1	82.7	658.9	6 136	9 659	1 574	1 626
June	1 586.6	1 399.8	88.2	851.9	7 508	11 901	1 585	1 643
July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
1979 April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 567	1 641
May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
June	1 881.5	1 551.3	82.5	928.0	8 600	13 801	1 605	1 672
July	2 049.4	1 747.4	85.3	1 031.5	9 243	15 007	1 623	1 694
August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
September	1 951.3	1 805.9	92.5	1 072.5	9 079	14 507	1 598	1 684
October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787

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)
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
1978	6 312.2	5 068.3	80.3	1 534.8	15 143	33 210	2 193	3 302
1977 1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 491
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	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 629	2 035	2 748
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 614
3rd quarter	1 593.5	1 277.3	80.2	468.5	4 148	7 925	1 910	2 726
1978 April	460.8	348.7	75.7	102.6	951	2 240	2 355	3 399
May	607.9	444.9	73.2	137.4	1 536	3 183	2 072	3 238
June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
1979 April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
July	583.6	462.5	79.3	166.9	1 589	3 014	1 897	2 771
August	515.4	421.8	81.8	163.5	1 384	2 527	1 826	2 580
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195

NOTE: Includes Inclusive Tour operations performed on class 4 licences.

UK Passenger Movement by Air^(a) for October 1979

Table 10

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

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)
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970	16 288	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	234	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
1978	25 948	874	621	3 026	2 882	1 162	2 279	1 876	1 994	509	564	474	418	5 553	524	1 372
1977 4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
1978 1st quarter	4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter	6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
3rd quarter	8 850	229	188	881	858	526	847	655	562	166	168	167	169	2 173	158	401
4th quarter	5 653	219	144	688	673	206	413	415	472	128	120	106	80	1 155	116	312
October	2 361	81	54	270	257	123	163	139	183	48	43	48	28	578	45	122
1979 1st quarter	4 752	187	119	636	624	110	475	337	391	119	106	81	73	806	87	311
2nd quarter	7 526	234	173	872	841	462	694	392	537	153	151	164	137	1 591	141	376
3rd quarter	9 591	230	195	958	913	725	946	600	550	188	166	213	231	2 200	162	412
October	2 523	82	52	286	285	170	171	146	185	58	40	62	37	564	39	120

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)	
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	63	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
1978	428	1 394	10 609	429	1 505	303	69	224	549	480	216	344	120	5 128	370	872
1977 4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
3rd quarter	188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232
4th quarter	77	329	2 426	123	234	86	16	55	151	138	64	90	30	1 112	78	249
October	47	133	934	34	109	28	5	19	50	44	19	29	10	477	26	83
1979 1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213
3rd quarter	233	669	3 954	160	780	105	23	76	185	137	75	103	43	1 888	111	262
October	58	169	1 037	53	120	31	5	20	53	48	21	29	11	525	30	91

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, Vietnam, Kampuchea, 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, Togo, Western Sahara, Guinea, Bissau, Liberia, Equatorial Guinea, Mali, Guinea, Cameroon, Congo, Benin, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.

Aircraft Movements October 1979

Table 11

	Total	Commercial Movements					Non-Commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	12 455	10 179	1	768	1	99	23	1	1 329	25	39
+ Heathrow	26 863	24 689	—	5	—	27	364	1	1 689	12	76
+ Luton	4 814	1 924	—	599	2	240	78	641	1 324	—	6
+ Southend	5 910	1 065	—	—	—	336	—	2 812	1 680	17	—
+ Stansted	2 910	420	—	77	—	1 151	64	22	1 110	60	6
Total (London Area)	52 952	38 277	1	1 439	3	1 853	529	3 477	7 132	114	127
Westland Heliport (Battersea)	904	278	6	271	4	—	—	—	238	—	107
Other UK Airports											
+Aberdeen	8 356	5 115	—	710	—	1 193	27	1 282	17	—	12
+Belfast	6 537	2 264	45	82	54	—	—	1 114	380	—	2 598
+Benbecula	319	218	—	—	6	—	31	—	10	—	54
+Birmingham	6 642	2 817	—	134	6	94	43	2 378	1 166	—	14
+Blackpool	7 344	573	266	118	5	268	—	5 153	939	2	20
+Bournemouth	6 446	868	76	83	—	548	—	2 612	1 193	2	1 064
+Bristol	3 191	611	—	37	—	22	—	1 758	725	—	38
+Cambridge	3 214	156	—	35	23	150	3	1 213	319	—	1 315
+Cardiff	3 121	736	—	45	—	320	4	1 664	327	4	21
+Coventry	5 158	58	—	38	—	538	—	3 864	652	2	6
+East Midlands	5 480	1 247	—	192	60	668	58	2 033	1 192	3	27
+Edinburgh	6 819	2 581	—	25	—	118	118	1 680	625	—	1 672
+Exeter	3 463	532	—	5	126	188	17	1 263	872	—	460
+Glasgow	7 938	4 687	1	202	70	143	268	1 116	793	3	665
+Gloucester/Cheltenham	4 101	66	—	—	236	274	—	2 816	675	—	34
+Hawarden	2 007	—	—	—	—	80	—	1 672	241	—	14
+Humberside	1 888	455	7	154	5	114	—	1 096	57	—	—
+Inverness	2 203	591	—	56	298	402	—	771	77	—	8
+Islay	255	188	—	2	24	—	—	—	27	—	14
+Isle of Man	2 456	831	—	76	171	647	—	509	116	4	102
+Isles of Scilly	434	370	—	—	12	—	—	—	48	—	4
+Kirkwall	1 261	1 032	—	121	11	4	4	34	55	—	—
+Leeds/Bradford	3 837	1 019	—	60	68	84	28	1 634	926	10	8
+Liverpool	6 622	1 493	—	130	—	618	—	2 151	2 163	—	67
+Lydd	4 285	304	6	75	95	56	—	2 887	790	2	70
+Manchester	7 140	5 023	3	405	22	88	198	704	665	9	23
+Manston	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	2 948	1 559	28	98	16	106	—	480	599	—	62
+Norwich	3 007	1 134	—	76	163	934	57	—	637	—	6
+Penzance Heliport	300	276	—	—	18	4	—	—	2	—	—
+Prestwick	3 505	985	—	6	1	355	118	1 409	224	—	407
+Southampton	4 607	1 249	—	71	23	163	32	2 260	767	4	38
+Stornoway	626	462	—	71	4	—	1	1	7	2	78
+Sumburgh	4 052	3 170	—	420	170	266	6	14	4	—	3
+Swansea	1 714	67	—	15	45	2	—	1 158	378	29	20
+Tees-side	4 179	1 083	—	128	23	567	12	1 766	545	—	55
+Tiree	72	58	—	4	—	—	—	4	2	—	4
+Wick	725	589	—	14	—	—	8	88	4	—	22
Total (Incl. London Area)	190 108	83 022	439	5 398	1 762	10 867	1 551	52 061	25 579	190	9 239
Channel Islands Airports											
Alderney	910	910	—	—	—	—	—	—	—	—	—
Guernsey	3 022	3 022	—	—	—	—	—	—	—	—	—
Jersey	5 907	4 802	—	—	—	—	—	—	1 060	—	45
Total (Channel Islands Airports)	9 839	8 734	—	—	—	—	—	—	1 060	—	45

Air Transport Movements by Type and Nationality of Operator for October 1979

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	10 179	498	4 417	594	576	3 196	898
+Heathrow	24 689	11 682	1 580	11 416	2	2	7
+Luton	1 924	—	12	12	2	1 708	190
+Southend	1 065	—	618	—	—	427	20
+Stansted	420	9	129	26	1	59	196
TOTAL (London Area)	38 277	12 189	6 756	12 048	581	5 392	1 311
Westland Heliport (Battersea)	278	—	—	—	6	272	—
Other UK Airports							
+Aberdeen	5 115	1 017	523	—	698	2 834	43
+Belfast	2 264	1 266	634	37	—	280	47
Benbecula	218	53	165	—	—	—	—
+Birmingham	2 817	1 159	798	213	16	459	172
+Blackpool	573	—	405	—	—	168	—
+Bournemouth	868	2	614	4	—	228	20
Bristol	611	196	200	40	—	90	85
+Cambridge	156	—	69	—	—	31	56
+Cardiff	736	203	407	2	—	60	64
+Coventry	58	—	—	—	—	56	2
+East Midlands	1 247	—	698	2	1	495	51
+Edinburgh	2 581	911	1 373	62	3	192	40
+Exeter	532	—	520	—	—	2	10
+Glasgow	4 687	1 729	1 324	394	6	1 109	125
Gloucester/Cheltenham	66	—	40	—	—	26	—
Hawarden	—	—	—	—	—	—	—
Humberside	455	—	373	—	—	79	3
Inverness	591	340	205	—	2	41	3
Islay	188	—	162	—	—	26	—
+Isle of Man	831	193	637	—	—	1	—
Isles of Scilly	370	276	94	—	—	—	—
+Kirkwall	1 032	239	589	—	50	154	—
+Leeds/Bradford	1 019	383	498	—	—	128	10
+Liverpool	1 493	7	706	249	5	484	42
+Lydd	304	—	304	—	—	—	—
+Manchester	5 023	1 933	600	810	82	1 292	306
Manston	..	..	..	..	..	..	..
+Newcastle	1 559	348	819	—	1	276	115
Norwich	1 134	—	943	—	—	185	6
Penzance Heliport	276	276	—	—	—	—	—
+Prestwick	985	312	260	239	2	32	140
+Southampton	1 249	123	964	—	—	150	12
Stornoway	462	116	144	4	—	196	2
+Sumburgh	3 170	250	101	—	886	1 853	80
Swansea	67	—	20	—	—	41	6
+Tees-side	1 083	7	752	—	—	279	45
Tiree	58	—	55	—	—	3	—
Wick	589	82	464	—	1	42	—
TOTAL (Incl. London Area)	83 022	23 610	23 216	14 104	2 340	16 956	2 796
Channel Islands Airports							
Alderney	910	—	817	—	—	93	—
Guernsey	3 022	228	2 605	100	—	85	4
Jersey	4 802	788	3 607	50	—	298	59
TOTAL (Channel Islands Airports)	8 734	1 016	7 029	150	—	476	63

Air Transport Movements October 1979

Table 13

Comparison with a Year Earlier

	International				Domestic				1979		1978		Percentage	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Total Aircraft	Cargo	Passenger	Total Aircraft	Cargo
London Area Airports														
+ Gatwick	2 955	71	4 339	251	2 277	206	34	46	9 605	574	8 451	585	13.7	-1.9
+ Heathrow	17 812	1 201	5	4	5 594	71	2	—	23 413	1 276	22 451	1 294	4.3	-1.4
+ Luton	9	3	1 600	117	12	—	140	43	1 761	163	1 636	31	7.6	425.8
+ Southend (i)	566	—	227	—	52	—	220	—	1 065	—	1 298	—	-18.0	—
+ Stansted	39	—	208	43	125	—	4	1	376	44	321	133	17.1	-66.9
TOTAL (London Area)	21 381	1 275	6 379	415	8 060	277	400	90	36 220	2 057	34 157	2 043	6.0	0.7
Westland Heliport (Battersea) (i)	—	—	—	—	—	—	278	—	278	—	258	—	7.8	—
Other UK Airports														
+ Aberdeen	263	1	1 722	40	1 273	3	1 760	53	5 018	97	5 005	102	0.3	-4.9
+ Belfast	37	—	47	6	1 765	135	135	139	1 984	280	1 706	233	16.3	20.2
+ Benbecula	—	—	—	—	218	—	—	—	218	—	213	—	2.3	—
+ Birmingham	764	—	585	1	1 406	—	61	—	2 816	1	2 558	6	10.1	-83.3
+ Blackpool	128	5	15	—	228	44	48	105	419	154	357	120	17.4	28.3
+ Bournemouth	6	—	145	3	421	193	100	—	672	196	544	222	23.6	-11.7
+ Bristol	206	2	122	—	224	4	8	45	560	51	556	—	0.7	—
+ Cambridge	—	—	75	—	69	—	12	—	156	—	147	—	6.1	—
+ Cardiff	203	—	119	—	409	—	5	—	736	—	752	—	-2.1	—
+ Coventry	—	—	39	6	—	—	12	1	51	7	43	3	18.6	133.3
+ East Midlands	259	26	304	56	415	—	121	66	1 099	148	1 081	97	3.6	52.6
+ Edinburgh	426	—	87	1	1 877	43	92	55	2 482	99	1 928	49	28.7	102.0
+ Exeter	76	—	10	2	444	—	—	—	530	2	600	3	6.0	-33.3
+ Glasgow	550	121	402	—	2 721	55	781	57	4 454	233	3 884	216	14.7	7.9
+ Gloucester/Cheltenham (i)	—	—	—	—	40	—	26	—	66	—	97	—	-32.0	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	88	—	—	—
+ Humberside	43	—	34	—	330	—	48	—	455	—	520	2	-12.6	—
+ Inverness	—	—	7	—	545	—	39	—	591	—	609	—	-3.0	—
+ Islay	—	—	—	—	162	—	26	—	188	—	132	—	42.4	—
+ Isle of Man	42	—	—	—	756	32	1	—	799	32	724	30	10.4	6.7
+ Isles of Scilly (i)	—	—	—	—	370	—	—	—	370	—	318	—	16.4	—
+ Kirkwall	—	—	30	—	804	24	172	2	1 006	26	1 062	1	-5.3	2 500.0
+ Leeds/Bradford	210	—	73	3	670	1	62	—	1 015	4	970	2	4.6	100.0
+ Liverpool	181	180	136	3	601	—	109	283	1 027	466	692	125	48.4	272.8
+ Lydd	133	171	—	—	—	—	—	—	133	171	159	170	-16.4	0.6
+ Manchester	1 491	169	1 557	11	1 666	17	111	1	4 825	198	4 308	364	12.0	-45.6
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	328	—	282	3	799	40	107	—	1 516	43	1 423	56	6.5	-23.2
+ Norwich	260	—	35	1	682	1	112	43	1 089	45	934	3	16.6	1 400.0
+ Penzance Heliport	—	—	—	—	276	—	—	—	276	—	296	—	-6.8	—
+ Prestwick	275	91	123	2	399	46	48	1	845	140	572	129	47.7	8.5
+ Southampton	240	—	75	18	845	2	69	—	1 229	20	986	34	24.6	-41.2
+ Stornoway	4	—	2	—	260	—	193	3	459	3	323	3	42.1	—
+ Sumburgh	—	—	1 637	68	351	—	1 066	48	3 054	116	3 111	49	-1.8	136.7
+ Swansea	—	—	3	—	20	—	44	—	67	—	88	—	-23.9	—
+ Tees-side	100	—	126	—	659	—	198	—	1 083	—	1 160	2	-6.6	—
+ Tiree	—	—	—	—	55	—	3	—	58	—	61	1	-4.9	—
+ Wick	—	—	—	—	545	1	42	1	587	2	395	3	48.6	-33.3
TOTAL (Incl. London Area)	27 606	2 041	14 171	639	30 365	918	6 289	993	78 431	4 591	72 697	4 068	7.9	12.9
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	910	—	763	—	19.3	—
Guernsey	—	—	—	—	—	—	—	—	3 022	—	3 131	—	-3.5	—
Jersey	—	—	—	—	—	—	—	—	4 802	—	4 986	—	-3.7	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	8 734	—	8 880	—	-1.6	—

(i) No breakdown given between passenger and cargo aircraft for these Airports: All movements allocated to passenger aircraft.

Air Transport Landings Diverted from/to UK Reporting Airports

October 1979

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																														Table
		Date of diversions																														
Gatwick	88	1Ma 8He 1St 1Sh 6Bo	1Lu 3He	1Bo		1Lu 2He 3St 1Ex		1Lu 2He 4Bo		1Bo	3Ma 1Lu 2He 3St 2Bo			4Lu 5He 1St	2Ma 3Lu 5He 1Pr 3St 2Bo														10He 2Ma 1Bo	1Ex		
Heathrow	79	1Pr 1St 1Bi					1St			1Ma	7Ma 4Pr 8St 1Sh 2Li 1Bo 9Bi 1Ma			1Ga	5Ma 8Lu 7Pr 1Ga 13St 1Bo 1Bi 3Em	1Lu			1Em					1Lu					1Pr		1Lu	
Luton	31	5Em 6Bi					3Bi	1Bi						2Ma		3Em				1Em	4St							1Em		4Bi		
Stansted	4														1Em															2Lu 1He		
Aberdeen	32			1In	1Ed 5In	3GI 8Ed 3In 1Bi		1Ed		2Ed 3In	2Ed			1Ed																	1Bb	
Benbecula	1			1Sw																												
Birmingham	10		1Lu						1Em						1Lu	1Lu					1Ex						1He		3Ma	1Ex		
Blackpool	1																									1Ma						
East Midlands	10														2Ma	6Bi	1Lu													1Lu		
Edinburgh	2														1GI																	
Glasgow	6			1Em		1GI											3Pr 2Ed															
Humberside	2		1Em	1Em																												
Kirkwall	1									1Wi																						
Leeds	22		3Ma 1Em	3Ma 1Em 2Te	1Te					1Em 1Te	1Ma 1Te		1Ma	1Em		2Te												3Ma				
Liverpool	4														2Ma	1Ma																
Manchester	82	5Li	4Li	5Li	1He 3Li 6Te	10Li 1Bi	3Li	2Li	1Li	6Li	2Li	1Em 1Li	3Li	2Li	1Ma 1Pr 2Li	2Li	3Li	2Li	2Li	3Li	2Li					1Ma 1Em 2Li	1Li	1Li	1Li	2Li	6Li	1He
Newcastle	19		1Ma 1Em 3GI 1Ed	1Te	6Te										1Ma 1Em 1Ed 3Te																	
Prestwick	1								1Ed																							
Southampton	1																															
Sumburgh	22														1Bo																	
Tees-side	6		1Em 1GI	3Ma												1Ed																
Other Internal	8		1Em 1He	1Bb											1Em 2GI 1Wi																1GI	
Overseas	18		1GI 1Sw	1Ga			2He 1Pr		1He 1Sw						1Ma	1He				1Ex	1He	1Ma	1He	1Pr				1He	1He		1Lu	
All Aerodromes	450	36	26	21	18	27	16	5	12	14	9	72	11	8	20	67	11	2	2	5	4	9	3	4	1	6	8	1	26	1	4	1

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator October 1979

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		Terminal	Transit	United Kingdom operators		Terminal	Transit	Overseas operators	
				British Airways	Others	British Airways	Others			British Airways	Others			British Airways	Others
London Area Airports															
+Gatwick	789 542	783 894	5 648	29 294	—	215 406	858	44 527	365	90 146	—	303 449	1 211	101 072	3 214
+Heathrow	2 601 624	2 570 680	30 944	1 270 059	—	48 502	—	1 251 466	30 710	194	—	—	—	459	234
+Luton	171 186	171 014	172	—	—	681	—	759	—	115	—	154 108	155	15 351	17
+Southend	13 995	13 995	—	—	—	13 516	—	—	—	—	—	457	—	22	—
+Stansted	26 610	24 827	1 783	341	256	501	256	1 405	876	183	—	1 155	371	21 242	24
TOTAL (London Area)	3 602 957	3 564 410	38 547	1 299 694	256	178 606	1 114	1 298 157	31 951	90 638	—	459 169	1 737	138 146	3 489
Westland Heliport (Battersea)	695	695	—	—	—	—	—	—	—	5	—	690	—	—	—
Other UK Airports															
+Aberdeen	113 620	113 265	355	47 243	241	15 007	38	—	—	8 066	—	41 430	64	1 519	12
+Belfast	113 516	113 509	7	87 183	—	19 221	5	1 421	—	—	—	1 854	2	3 830	—
Benbecula	2 297	2 240	57	1 430	3	810	54	—	—	—	—	—	—	—	—
+Birmingham	148 572	143 984	4 588	51 124	1 484	16 188	1 771	12 008	529	1 052	—	47 767	669	15 845	135
+Blackpool	7 973	7 896	77	—	—	7 743	—	—	—	—	—	153	77	—	—
+Bournemouth	22 076	21 418	658	95	—	15 583	41	199	4	—	—	5 170	598	371	51
+Bristol	23 406	20 964	2 442	3 464	2 380	3 521	—	2 036	62	—	—	3 981	—	7 962	—
+Cambridge	3 882	3 882	—	—	—	3 327	—	—	—	—	—	183	—	372	—
+Cardiff	27 795	24 438	3 357	7 338	272	4 627	2 884	—	71	—	—	6 322	130	6 151	—
+Coventry	320	320	—	—	—	—	—	—	—	—	—	310	—	10	—
+East Midlands	60 843	60 555	288	—	—	27 319	39	299	—	72	—	28 315	249	4 550	—
+Edinburgh	116 350	113 665	2 685	71 477	74	28 859	2 406	3 447	—	743	—	5 614	205	3 525	—
+Exeter	9 164	8 634	530	—	—	7 857	530	—	—	—	—	—	—	777	—
+Glasgow	226 404	224 782	1 622	114 755	167	35 673	—	13 728	1 207	458	—	47 125	248	13 043	—
Gloucester/Cheltenham	1 054	1 054	—	—	—	969	—	—	—	—	—	85	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4 331	3 985	346	—	—	3 633	346	—	—	—	—	337	—	15	—
Inverness	15 028	14 037	991	12 496	984	1 278	—	—	—	23	—	106	7	134	—
Islay	1 412	1 412	—	—	—	1 369	—	—	—	—	—	43	—	—	—
+Isle of Man	26 740	25 497	1 243	10 253	14	15 216	1 229	—	—	—	—	28	—	—	—
Isles of Scilly	7 367	7 367	—	6 831	—	536	—	—	—	—	—	—	—	—	—
+Kirkwall	10 638	9 049	1 589	4 113	1 339	2 886	1	—	—	296	213	1 754	36	—	—
+Leeds/Bradford	35 903	33 345	2 558	17 460	51	9 496	2 503	—	—	—	—	6 322	4	67	—
+Liverpool	45 698	44 817	881	299	427	24 988	144	3 328	—	806	—	11 152	308	4 244	2
+Lydd	5 426	5 426	—	—	—	5 426	—	—	—	—	—	—	—	—	—
+Manchester	367 505	355 391	12 114	128 130	1 971	12 965	2 316	36 961	2 693	10 219	—	134 997	2 392	32 119	2 742
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	81 350	76 705	4 645	24 955	18	19 617	4 581	—	—	3	—	19 567	46	12 563	—
+Norwich	16 060	14 855	1 205	—	—	14 102	1 205	—	—	—	—	672	—	81	—
Penzance Heliport	6 831	6 831	—	6 831	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	57 429	30 066	27 363	10 591	9 216	1 221	217	8 557	7 230	5	181	2 697	1 654	6 995	8 865
+Southampton	33 627	33 437	190	7 466	34	25 394	95	—	—	—	—	544	51	33	10
Stornoway	8 661	8 490	171	5 458	—	856	—	—	112	—	—	2 176	4	—	55
+Sumburgh	57 440	57 370	70	7 785	34	426	—	—	—	13 214	—	35 343	36	602	—
Swansea	817	804	13	—	—	633	—	—	—	—	—	154	13	17	—
+Tees-side	26 982	25 838	1 144	553	—	19 387	1 122	—	—	—	—	2 303	21	3 595	1
Tiree	397	394	3	—	—	391	2	—	—	—	—	3	1	—	—
Wick	4 448	3 530	918	756	845	2 591	26	—	—	13	—	170	47	—	—
TOTAL (Incl. London Area)	5 295 014	5 184 357	110 657	1 927 780	19 810	627 721	22 669	1 380 141	43 859	125 613	394	866 536	8 599	256 566	15 326
Channel Islands Airports															
Alderney	7 268	7 268	—	—	—	6 781	—	—	—	—	—	487	—	—	—
Guernsey	56 349	52 041	4 308	12 215	—	37 109	4 308	1 729	—	—	—	948	—	40	—
Jersey	150 151	148 394	1 757	51 909	30	89 882	1 597	2 868	—	—	—	1 394	130	2 341	—
TOTAL (Channel Is. Airports)	213 768	207 703	6 065	64 124	30	133 772	5 905	4 597	—	—	—	2 829	130	2 381	—

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

Terminal Air Passengers for October 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+Gatwick	783 894	683,572	14.7
+Heathrow	2 570 680	2 394 835	7.3
+Luton	171 014	168 641	1.4
+Southend	13 995	18 288	-23.5
+Stansted	24 827	32 826	-24.4
TOTAL (London Area)	3 564 410	3 298 162	8.1
Westland Heliport (Battersea)	695	654	6.3
Other UK Airports			
+Aberdeen	113 265	107 768	5.1
+Belfast	113 509	94 226	20.5
Benbecula	2 240	2 100	6.7
+Birmingham	143 984	129 063	11.6
+Blackpool	7 896	8 848	-10.8
+Bournemouth	21 418	21 555	-0.6
+Bristol	20 964	20 500	2.3
+Cambridge	3 882	3 725	4.2
+Cardiff	24 438	22 706	7.6
+Coventry	320	250	28.0
+East Midlands	60 555	61 224	-1.1
+Edinburgh	113 665	104 622	8.6
+Exeter	8 634	9 075	-4.9
+Glasgow	224 782	203 976	10.2
Gloucester/Cheltenham	1 054	1 502	-29.8
Hawarden	—	419	—
Humberside	3 985	3 906	2.0
Inverness	14 037	12 623	11.2
Islay	1 412	1 090	29.5
+Isle of Man	25 497	22 669	12.5
Isles of Scilly	7 367	7 261	1.5
+Kirkwall	9 049	12 303	-26.4
+Leeds/Bradford	33 345	29 043	14.8
+Liverpool	44 817	25 807	73.7
+Lydd	5 426	6 322	-14.2
+Manchester	355 391	324 419	9.5
+Manston	..	..	..
+Newcastle	76 705	66 980	14.5
+Norwich	14 855	15 198	-2.3
Penzance Heliport	6 831	7 103	-3.8
+Prestwick	30 066	28 601	5.1
+Southampton	33 437	29 021	15.2
Stornoway	8 490	5 482	54.9
+Sumburgh	57 370	57 127	0.4
Swansea	804	224	258.9
+Tees-side	25 838	26 480	-2.4
Tiree	394	302	30.5
Wick	3 530	29 59	19.3
TOTAL (Incl. London Area)	5 184 357	4 775 295	8.6
Channel Islands Airports			
Alderney	7 268	5 660	28.4
Guernsey	52 041	48 270	7.8
Jersey	148 394	148 271	0.1
TOTAL (Channel Islands Airports)	207 703	202 201	2.7

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

International and Domestic Passenger Traffic for October 1979

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		
	1979	1979	1978	Per-centage change	1979	1978	Per-centage change
London Area Airports							
+ Gatwick	783 894	697 599	612 051	14	86 295	71 521	21
+ Heathrow	2 570 680	2 184 335	2 046 100	7	386 345	348 735	11
+ Luton	171 014	169 275	167 704	1	1 739	937	86
+ Southend	13 995	10 964	15 631	-30	3 031	2 657	14
+ Stansted	24 827	23 997	32 529	-26	830	297	179
TOTAL (London Area)	3 564 410	3 086 170	2 874 015	7	478 240	424 147	13
Westland Heliport (Battersea)	695	—	—	—	695	654	6
Other UK Airports							
+ Aberdeen	113 265	28 425	25 581	11	84 840	82 187	3
+ Belfast	113 509	5 484	5 033	9	108 025	89 193	21
Benbecula	2 240	—	—	—	2 240	2 100	7
+ Birmingham	143 984	99 622	89 658	11	44 362	39 405	13
+ Blackpool	7 896	886	926	-4	7 010	7 922	-12
+ Bournemouth	21 418	5 360	5 380	—	16 058	16 175	-1
+ Bristol	20 964	16 832	16 548	2	4 132	3 952	5
+ Cambridge	3 882	455	512	-11	3 427	3 213	7
+ Cardiff	24 438	17 135	16 450	4	7 303	6 256	17
+ Coventry	320	289	210	38	31	40	-22
+ East Midlands	60 555	40 661	44 038	-8	19 894	17 186	16
+ Edinburgh	113 665	19 842	18 004	10	93 823	86 618	8
+ Exeter	8 634	1 924	2 924	-34	6 710	6 151	9
+ Glasgow	224 782	61 381	58 483	5	163 401	145 493	12
Gloucester/Cheltenham	1 054	—	—	—	1 054	1 502	-30
Hawarden	—	—	—	—	—	419	—
Humberside	3 985	709	1 238	-43	3 276	2 668	23
Inverness	14 037	184	353	-48	13 853	12 270	13
Islay	1 412	—	—	—	1 412	1 090	30
+ Isle of Man	25 497	812	801	1	24 685	21 868	13
Isles of Scilly	7 367	—	—	—	7 367	7 261	1
+ Kirkwall	9 049	190	298	-36	8 859	12 005	-26
+ Leeds/Bradford	33 345	12 238	10 468	17	21 107	18 575	14
+ Liverpool	44 817	20 696	8 196	153	24 121	17 611	37
+ Lydd	5 426	5 426	6 322	-14	—	—	—
+ Manchester	355 391	258 188	239 161	8	97 203	85 258	14
+ Manston	..	..	..	..	..	..	..
+ Newcastle	76 705	41 438	34 752	19	35 267	32 228	9
+ Norwich	14 855	5 910	7 115	-17	8 945	8 083	11
Penzance	6 831	—	—	—	6 831	7 103	-4
+ Prestwick	30 066	28 532	26 870	6	1 534	1 731	-11
+ Southampton	33 437	4 510	3 835	18	28 927	25 186	15
Stornoway	8 490	—	29	—	8 490	5 453	56
+ Sumburgh	57 370	23 534	24 731	-4.8	33 836	32 396	4
Swansea	804	5	28	-82	799	196	308
+ Tees-side	25 838	7 465	7 098	5	18 373	19 382	-5
Tiree	394	—	—	—	394	302	30
Wick	3 530	—	—	—	3 530	2 959	19
TOTAL (Incl. London Area)	5 184 357	3 794 303	3 529 057	7.5	1 390 054	1 246 238	12

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

International Air Passenger Traffic to and from Airports for October 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	21 001	14 827	6 174	20 895	14 516	6 379	1
London – Vienna	17 138	13 341	3 797	16 514	12 771	3 743	4
Other Routes	3 863	1 486	2 377	4 381	1 745	2 636	-12
Belgium	82 023	81 402	621	80 857	78 696	2 161	1
London – Brussels	58 994	58 905	89	56 377	56 100	277	5
Other S.E. England – Belgium	12 349	12 031	318	15 624	14 912	712	-21
Other Routes	10 680	10 466	214	8 856	7 684	1 172	21
Denmark	51 609	42 604	9 005	53 828	41 524	12 304	-4
London – Copenhagen	36 073	31 109	4 964	38 369	32 893	5 476	-6
Other Routes	15 536	11 495	4 041	15 459	8 631	6 828	—
Finland	9 578	9 491	87	9 380	8 373	7	2
France	285 850	272 522	13 328	269 959	257 817	12 142	6
London – Nice	18 802	18 427	375	15 440	15 364	76	22
– Paris	193 794	189 472	4 322	186 433	181 476	4 957	4
– N. France (a)	8 248	7 886	362	8 346	7 799	547	-1
– Other France	25 235	22 982	2 253	24 133	22 034	2 099	5
Manchester – Paris	9 457	9 451	6	8 813	8 785	28	7
Other U.K. – Paris	17 788	15 463	2 325	14 119	12 436	1 683	26
Luton – Other France	859	—	859	798	—	798	8
Other S.E. England – France	6 795	6 795	—	8 098	8 050	48	-16
Other Routes	4 872	2 046	2 826	3 779	1 873	1 906	29
Germany (Fed. Republic)	267 695	225 831	41 864	241 057	192 448	48 609	11
London – Dusseldorf	43 688	39 502	4 186	37 563	32 780	4 783	16
– Frankfurt	67 946	61 416	6 530	65 213	57 964	7 249	4
– Hamburg	32 828	28 692	4 136	29 652	25 729	3 923	11
– Munich	32 205	22 413	9 792	26 080	19 651	6 429	23
– Other Germany	66 184	55 927	10 257	50 370	43 576	6 794	31
Luton – Germany	3 379	—	3 379	15 543	—	15 543	-78
Manchester – Germany	12 784	11 784	1 000	10 249	8 695	1 554	25
Other Routes	8 681	6 097	2 584	6 387	4 053	2 334	36
Gibraltar	9 902	4 929	4 973	7 609	4 861	2 748	30
Greece	170 184	43 959	126 225	122 894	43 199	79 695	38
Iceland	3 680	3 680	—	3 832	3 815	17	-4
London – Reykjavik	2 634	2 634	—	2 473	2 473	—	7
Glasgow – Reykjavik	1 046	1 046	—	1 359	1 342	17	-23
Other Routes	—	—	—	—	—	—	—

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	177 361	176 552	809	175 565	173 988	1 577	1
London – Cork	14 378	14 378	—	14 254	13 901	353	1
– Dublin	89 009	89 009	—	87 637	87 337	300	2
– Shannon	12 327	12 327	—	12 746	12 746	—	-3
Manchester – Dublin	14 663	14 653	10	14 344	14 277	67	2
Birmingham – Dublin	12 905	12 905	—	12 405	12 376	29	4
Glasgow – Dublin	9 110	9 110	—	9 019	9 019	—	1
Liverpool – Dublin	4 607	4 607	—	5 686	5 670	16	-19
Leeds/Bradford – Dublin	2 335	2 329	6	2 520	2 496	24	-7
Edinburgh – Dublin	3 447	3 447	—	3 676	3 676	—	-6
Bristol – Dublin	2 036	2 036	—	2 700	2 696	4	-25
Other Routes	12 544	11 751	793	10 578	9 794	784	19
Italy	170 980	94 311	76 669	162 931	85 744	77 187	5
London – Genoa (g)	1 588	—	1 588	89	—	89	1 684
– Milan	37 302	33 790	3 512	36 023	30 640	5 383	4
– Rimini (g)	422	—	422	1 040	—	1 040	-59
– Rome	39 875	32 591	7 284	38 595	31 466	7 129	3
– Venice	9 366	5 825	3 541	10 408	4 242	6 166	-10
– Other Italy	32 602	16 679	15 923	25 695	14 474	11 221	27
Luton – Rimini	2 096	—	2 096	3 543	—	3 543	-41
– Other Italy	29 300	—	29 300	30 497	—	30 497	-4
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	6 207	—	6 207	6 281	—	6 281	-1
Other Routes	12 222	5 426	6 796	10 760	4 922	5 838	14
Luxembourg	6 486	6 074	412	6 309	6 206	103	3
London – Luxembourg	6 319	5 972	347	6 206	6 206	—	2
Other Routes	167	102	65	103	—	103	62
Netherlands	185 325	182 978	2 347	182 839	179 874	2 965	1
London – Amsterdam	104 476	104 251	225	107 036	106 142	894	-2
– Rotterdam	19 077	19 077	—	19 941	19 732	209	-4
Other S.E. England – Netherlands	7 675	7 404	271	8 838	8 497	341	-13
Manchester – Amsterdam	11 503	11 250	253	10 336	10 208	128	11
Other Routes	42 594	40 996	1 598	36 688	35 295	1 393	16
Norway	39 641	34 682	4 959	43 286	33 954	9 332	-8
London – Oslo	19 531	17 882	1 649	23 237	18 903	4 334	-16
Other Routes	20 110	16 800	3 310	20 049	15 051	4 998	—
Portugal	62 015	30 318	31 697	48 120	26 732	21 388	29
London – Lisbon	24 686	20 329	4 357	20 623	17 620	3 003	20
Other Routes	37 329	9 989	27 340	27 497	9 112	18 385	36
Soviet Union and Eastern Europe (b)	37 293	25 475	11 818	27 797	24 121	3 676	34
London – Moscow	9 306	8 166	1 140	7 288	6 982	306	28
– Prague	2 699	2 699	—	2 385	2 385	—	13
Other Routes	25 288	14 610	10 678	18 124	14 754	3 370	40

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	563 719	110 039	453 680	577 947	113 696	464 251	-2
London – Barcelona	22 605	17 039	5 566	22 828	17 464	5 364	-1
– Ibiza	17 264	3 040	14 224	16 461	2 669	13 792	5
– Madrid	38 347	33 529	4 818	44 264	40 010	4 254	-13
– Malaga	38 788	18 124	20 664	37 776	15 420	22 356	3
– Palma	67 713	13 949	53 764	70 882	14 431	56 451	-4
– Other Spain	75 248	23 755	51 493	70 966	22 040	48 926	6
Luton – Alicante	9 723	—	9 723	9 274	—	9 274	5
– Barcelona	1 859	—	1 859	1 466	—	1 466	27
– Gerona	4 006	—	4 006	5 961	—	5 961	-33
– Ibiza	7 345	—	7 345	6 253	—	6 253	17
– Palma	18 881	—	18 881	16 461	—	16 461	15
– Other Spain	15 850	—	15 850	15 441	—	15 441	3
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	3 167	—	3 167	3 549	—	3 549	-11
– Palma	33 056	—	33 056	33 296	—	33 296	-1
Other N. England – Spain	91 776	—	91 776	87 218	468	86 750	5
Scotland – Spain	34 148	—	34 148	36 040	610	35 430	-5
Other Routes	83 943	603	83 340	99 811	584	99 227	-16
Sweden	38 775	28 298	10 477	44 816	27 699	17 117	-13
London – Stockholm	25 639	20 155	5 484	27 150	20 004	7 146	-6
Other Routes	13 136	8 143	4 993	17 666	7 695	9 971	-26
Switzerland	119 982	89 779	30 203	121 947	89 775	32 172	-2
London – Basle	10 891	7 088	3 803	11 297	7 838	3 459	-4
– Geneva	45 631	35 198	10 433	41 488	32 448	9 040	10
– Zurich	55 726	40 092	15 634	58 231	41 967	16 264	-4
Luton – Switzerland	17	—	17	3 104	—	3 104	-99
Other Routes	7 717	7 401	316	7 827	7 522	305	-1
Yugoslavia	58 016	19 962	38 054	46 969	16 391	30 578	24
London – Dubrovnic	7 942	2 068	5 874	9 878	1 390	8 488	-20
– Ljubljana	3 942	2 128	1 814	4 183	2 475	1 708	-6
Luton – Yugoslavia	3 354	—	3 354	1 550	—	1 550	116
Other Routes	42 778	15 766	27 012	31 358	12 526	18 832	36
Other Europe	144 096	68 769	75 327	110 341	65 223	45 118	31
WESTERN HEMISPHERE							
Canada	119 684	83 937	35 747	108 870	71 574	37 296	10
London – Montreal	17 864	17 256	608	16 263	15 459	804	10
– Toronto	43 515	32 293	11 222	36 184	24 908	11 276	20
– Other Canada	32 519	23 016	9 503	29 899	18 781	11 118	9
Other UK – Montreal	2 200	1 972	228	2 528	1 923	605	-13
– Toronto	16 424	6 946	9 478	18 389	7 837	10 552	-11
Other Routes	7 162	2 454	4 708	5 607	2 666	2 941	28

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	524 588	503 517	21 071	477 852	438 043	39 809	10
London – New York	179 464	172 743	6 721	161 484	151 263	10 221	11
– Other East Coast USA	109 462	108 911	551	106 639	103 767	2 872	3
– Chicago and Detroit	44 703	43 115	1 588	44 420	41 073	3 347	1
– West Coast USA	125 910	120 125	5 785	107 186	91 252	15 934	17
– Other USA	43 178	42 829	349	38 727	37 946	781	11
Other UK – New York	12 625	9 200	3 425	14 947	11 512	3 425	-16
Other Routes	9 246	6 594	2 652	4 449	1 230	3 219	108
West Atlantic and Caribbean Islands	30 912	28 601	2 311	28 396	26 819	1 577	9
Central and South America	14 134	13 871	263	11 989	11 989	—	18
REST OF THE WORLD							
Canary Islands	74 314	4 276	70 038	64 709	3 862	60 847	15
North Africa (c)	41 393	22 505	18 888	33 730	20 145	13 585	23
East Africa (d)	13 531	13 531	—	13 394	12 418	976	1
Central Africa (e)	4 588	4 588	—	6 345	6 345	—	-28
West Africa (d)	28 422	28 288	134	24 738	24 738	—	15
South Africa	29 146	29 146	—	27 691	27 691	—	5
Middle East (f)	158 369	152 299	6 070	148 156	144 592	3 564	7
India	27 693	27 675	18	26 908	26 908	—	3
Pakistan	13 721	13 721	—	12 075	12 075	—	14
Far East	81 202	80 779	423	74 294	73 025	1 269	9
Australia and New Zealand	53 011	53 011	—	34 303	34 303	—	55
Other Routes g.e.i.	36 758	10 232	26 526	38 695	11 296	27 399	-5
ALL ROUTES	3 756 677	2 636 459	1 120 218	3 491 323	2 435 475	1 055 848	8

London includes Heathrow, Gatwick and Stansted.

S.E. England includes London, Luton, Lydd 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.

NOTE: These figures do not include Sumburgh.

Domestic Passengers by Main Routes for October 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	29 924	26 228	14.1
	Belfast	59 757	48 663	22.8
	Birmingham	12 640	12 152	4.0
	Channel Islands	55 119	50 545	9.0
	Edinburgh	74 942	68 865	8.8
	Glasgow	92 907	85 584	8.6
	Manchester	56 701	50 695	11.8
	Newcastle	25 953	25 232	2.9
	Tees-side	13 684	14 029	-2.5
	Other airports	51 843	38 560	34.4
Belfast	Birmingham	6 590	6 247	5.5
	East Midlands	3 597	3 045	18.1
	Edinburgh	2 325	1 402	65.8
	Glasgow	8 527	7 863	8.4
	Isle of Man	1 164	1 241	-6.2
	Manchester	11 866	11 359	4.5
	Newcastle	1 586	1 261	25.8
	Other airports	12 613	8 112	55.5
Channel Islands	Bristol/Glamorgan	6 536	5 977	9.4
	Glasgow	946	1 050	-9.9
	Leeds/Bradford	1 034	766	35.0
	Liverpool	1 349	245	450.6
	Manchester	6 927	5 713	21.2
	Other airports	74 896	68 631	9.1
Edinburgh	Manchester	4 290	3 882	10.5
	Other airports	12 266	12 469	-1.6
Glasgow	Birmingham	8 194	5 315	54.2
	East Midlands	4 537	4 356	4.2
	Isle of Man	1 422	1 198	18.7
	Manchester	6 404	5 913	8.3
	Other Scottish airports	22 154	28 860	-23.2
	Other airports	18 062	5 337	238.4
Isle of Man	Manchester	6 600	3 255	102.8
	Newcastle	76	56	35.7
	Other airports	11 852	13 078	-9.4
Penzance	Isles of Scilly	7 367	7 103	3.7
Other Routes		51 781	39 098	32.4
TOTAL		768 431	673 385	14.1

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction.

The figures show the uplift and discharge of passengers according to the destination and origin of the route. Because of the method of collection of this information there are discrepancies between the reports received from airports on a route, particularly in the case of multi-sector flights. In most cases, however, the discrepancies are small, but in a few cases the figures include an estimated component.

Cargo by Type and Nationality of Operator October 1979

Table 20

	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	10 402.5	12.6	24.3	1 159.7	1 795.6	216.1	154.2	0.9	3.5	1 888.4	4 827.5	128.5	191.2	
+ Heathrow	44 253.8	8 318.6	8 413.6	28.4	298.3	12 154.7	14 878.7	0.8	—	50.3	—	—	110.4	
+ Luton	592.4	—	—	—	—	48.6	—	—	2.5	236.2	148.7	62.6	93.8	
+ Southend	723.0	—	—	195.0	164.0	—	—	—	—	83.0	274.0	7.0	—	
+ Stansted	830.2	—	—	—	0.4	—	—	—	—	312.3	461.2	1.5	54.8	
TOTAL (London Area)	56 801.9	8 331.2	8 437.9	1 383.1	2 258.3	12 419.4	15 032.9	1.7	6.0	2 570.2	5 711.4	199.6	450.2	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	609.5	62.0	129.7	27.5	31.5	—	—	17.7	45.7	71.1	223.3	0.1	0.9	
+ Belfast	1 218.5	101.1	145.8	281.5	18.0	6.4	1.0	—	—	544.5	116.0	1.4	2.8	
Benbecula	15.6	12.8	1.5	0.9	0.4	—	—	—	—	—	—	—	—	
+ Birmingham	313.5	138.5	85.1	27.0	0.3	27.5	33.6	—	—	—	—	—	1.5	
+ Blackpool	469.7	—	—	4.9	26.9	—	—	—	—	1.3	436.6	—	—	
+ Bournemouth	686.6	0.3	—	338.7	339.0	—	—	—	—	4.6	4.0	—	—	
+ Bristol	46.1	3.4	0.8	15.9	1.9	10.9	12.9	—	—	—	—	—	0.3	
+ Cambridge	147.3	—	—	—	—	—	—	—	—	14.3	8.0	82.4	42.6	
+ Cardiff	22.2	4.6	6.1	9.2	2.3	—	—	—	—	—	—	—	—	
+ Coventry	8.2	—	—	—	—	—	—	—	—	2.2	6.0	—	—	
+ East Midlands	782.0	—	—	44.3	97.5	—	—	—	—	138.9	451.5	—	49.8	
+ Edinburgh	133.8	27.8	33.8	30.8	37.1	1.8	1.4	—	—	0.6	0.5	—	—	
+ Exeter	45.9	—	—	4.8	11.8	—	—	—	—	—	29.3	—	—	
+ Glasgow	1 616.2	580.9	257.6	71.6	46.1	256.8	378.6	—	0.1	7.6	16.9	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Humberside	5.3	—	—	4.1	1.2	—	—	—	—	—	—	—	—	
Inverness	19.6	6.5	13.1	—	—	—	—	—	—	—	—	—	—	
Islay	12.7	—	—	6.6	6.1	—	—	—	—	—	—	—	—	
+ Isle of Man	202.0	12.6	11.7	165.3	12.4	—	—	—	—	—	—	—	—	
Isles of Scilly	7.1	6.4	0.7	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	51.1	30.0	18.2	1.1	1.1	—	—	—	—	0.7	—	—	—	
+ Leeds/Bradford	45.3	9.7	14.8	10.6	7.4	—	—	—	—	—	2.8	—	—	
+ Liverpool	1 933.5	—	—	19.8	35.5	483.1	903.0	—	—	109.1	383.0	—	—	
+ Lydd	383.5	—	—	105.8	277.7	—	—	—	—	—	—	—	—	
+ Manchester	1 985.7	378.0	215.1	57.9	29.7	522.0	585.4	—	—	0.1	99.8	41.8	55.9	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	97.5	12.1	14.3	32.8	35.8	—	—	—	—	0.4	1.5	—	0.6	
+ Norwich	64.4	—	—	36.5	27.3	—	—	—	—	—	0.2	0.4	—	
Penzance Heliport	7.1	0.7	6.4	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	1 774.4	516.0	211.6	93.7	—	744.5	153.3	—	—	—	—	28.3	27.0	
+ Southampton	261.7	6.5	13.8	16.0	67.5	—	—	—	—	1.2	156.7	—	—	
Stornoway	43.9	40.3	2.1	—	1.0	—	—	—	—	0.5	—	—	—	
+ Sumburgh	294.3	70.8	10.1	0.2	—	—	—	11.4	53.3	71.9	76.2	0.4	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Tees-side	19.7	0.1	—	12.2	6.7	—	—	—	—	0.4	0.3	—	—	
Tiree	1.3	—	—	1.2	0.1	—	—	—	—	—	—	—	—	
Wick	7.3	2.9	1.0	1.3	1.7	—	—	—	—	0.4	—	—	—	
TOTAL (Incl. London Area)	70 134.4	10 355.2	9 631.2	2 805.3	3 382.3	14 472.4	17 102.1	30.8	105.1	3 540.0	7 724.0	354.4	631.6	
Channel Islands Airports														
Alderney	26.5	—	—	23.1	3.4	—	—	—	—	—	—	—	—	
Guernsey	669.0	7.0	4.0	291.0	361.0	3.0	2.0	—	—	—	1.0	—	—	
Jersey	663.0	47.0	15.9	430.0	169.1	0.2	—	—	—	0.2	0.3	0.3	—	
TOTAL (Channel Islands Airports)	1 358.5	54.0	19.9	744.1	533.5	3.2	2.0	—	—	0.2	1.3	0.3	—	

Cargo October 1979

Table 21

Comparison with a Year Earlier

	International				Domestic				1979			1978			Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total			Total			Percentage change	
	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft
London Area Airports																
+ Gatwick	2 299	367	73	6 760	269	427	13	195	2 654	7 749	1 651	6 811	60.8	13.8		
+ Heathrow	27 329	15 534	1	160	484	745	—	—	27 814	16 439	25 164	17 219	10.5	-4.5		
+ Luton	—	49	67	448	—	—	—	29	67	526	121	277	-44.6	89.9		
+ Southend (i)	358	—	304	—	2	—	60	—	724	—	814	—	-11.1	—		
+ Stansted	—	—	2	822	—	—	—	5	2	827	198	2 517	-99.0	-67.1		
TOTAL (London Area)	29 986	15 950	447	8 190	755	1 172	73	229	31 261	25 541	27 948	26 824	11.9	-4.8		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports																
+ Aberdeen	45	—	223	29	205	1	90	18	563	48	532	64	5.8	-25.0		
+ Belfast	7	—	3	15	309	238	6	640	325	893	433	775	-24.9	15.2		
Benbecula	—	—	—	—	16	—	—	—	16	—	14	—	14.3	—		
+ Birmingham	246	—	1	—	66	—	—	—	313	—	319	12	-1.9	—		
+ Blackpool	6	—	—	—	21	5	—	438	27	443	33	327	-18.2	35.5		
+ Bournemouth	—	—	7	2	3	675	—	—	10	677	1	810	900.0	-16.4		
+ Bristol	41	—	—	—	3	1	—	—	44	1	31	—	41.9	—		
+ Cambridge	—	—	148	—	—	—	—	—	148	—	170	—	-12.9	—		
+ Cardiff	16	—	—	—	6	—	—	—	22	—	14	—	57.1	—		
+ Coventry	—	—	2	4	—	—	—	2	2	6	—	4	—	50.0		
+ East Midlands	37	53	—	630	51	—	—	10	88	693	122	556	-27.9	24.6		
+ Edinburgh	26	—	—	1	106	—	—	—	132	1	120	—	10.0	—		
+ Exeter	3	—	—	29	14	—	—	—	17	29	24	29	-29.2	—		
+ Glasgow	174	532	—	—	290	597	12	12	476	1 141	448	1 279	6.3	-10.8		
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Humberside	5	—	—	—	—	—	—	—	5	—	2	—	150.0	—		
Inverness	—	—	—	—	19	—	—	—	19	—	28	—	-32.1	—		
Islay	—	—	—	—	13	—	—	—	13	—	11	—	18.2	—		
+ Isle of Man	1	—	—	—	76	125	—	—	77	125	91	111	-15.4	12.6		
Isles of Scilly (i)	—	—	—	—	7	—	—	—	7	—	6	—	16.7	—		
+ Kirkwall	—	—	—	—	50	—	—	1	50	1	49	1	2.0	—		
+ Leeds/Bradford	16	—	—	3	25	1	—	—	41	4	30	1	36.7	300.0		
+ Liverpool	15	1 377	—	3	49	—	—	489	64	1 869	61	723	4.9	158.5		
+ Lydd	—	383	—	—	—	—	—	—	—	383	—	376	—	1.9		
+ Manchester	676	796	1	195	203	113	2	1	882	1 105	1 043	2 094	-15.4	-47.2		
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Newcastle	57	—	—	2	34	4	—	—	91	6	81	123	12.3	-95.1		
+ Norwich	46	—	—	—	18	—	—	—	64	—	37	—	73.0	—		
Penzance Heliport (i)	—	—	—	—	7	—	—	—	7	—	6	—	16.7	—		
+ Prestwick	289	1 260	—	28	6	164	—	27	295	1 479	232	1 371	27.2	7.9		
+ Southampton	8	—	4	154	95	1	—	—	107	155	151	329	-29.1	-52.9		
Stornoway	—	—	—	—	43	—	—	—	43	—	35	1	22.9	—		
+ Sumburgh	—	—	75	50	81	—	71	17	227	67	179	15	26.8	346.7		
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Tees-side	6	—	—	—	12	—	—	—	18	—	31	—	-41.9	—		
Tirra	—	—	—	—	1	—	—	—	1	—	1	—	—	—		
Wick	—	—	—	—	7	—	—	—	7	—	5	5	40.0	—		
TOTAL (Incl. London Area)	31 706	20 351	911	9 335	2 591	3 097	254	1 884	35 462	34 667	32 288	35 830	9.8	-3.2		
Channel Islands Airports																
Alderney	—	—	—	—	—	—	—	—	26	—	26	—	—	—		
Guernsey	—	—	—	—	—	—	—	—	669	—	687	—	-2.6	—		
Jersey	—	—	—	—	—	—	—	—	663	—	738	—	-10.2	—		
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 358	—	1 451	—	-6.4	—		

(i) No breakdown given between passenger and cargo aircraft for the Airports: All cargo allocated to passenger aircraft.

All Scheduled Services October 1979

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 and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
Passenger Services															
British Airways	24 278	19 744	38 811	1 603 276	5 471 902	3 651 742	66.7	16 167	644 738	418 121	14 195	66 698	337 228	64.9	
British Airways Helicopters	17	284	95	6 108	492	373	75.7	9	42	35	—	—	34	82.0	
British Caledonian Airways	3 277	3 464	5 510	145 359	540 092	260 054	48.1	2 548	68 274	35 428	641	10 761	24 025	51.9	
Air Anglia	823	2 439	2 203	37 678	43 093	17 861	41.5	164	4 358	1 867	—	81	1 786	42.8	
Air Ecosse	30	189	110	1 160	487	182	37.4	2	37	15	—	—	15	40.7	
Air Kent	53	234	194	612	421	138	32.7	—	34	10	—	—	10	28.3	
Aurigny Air Services	115	2 045	562	21 704	1 606	1 156	72.0	87	153	97	1	4	93	63.6	
British Island Airways	716	2 877	2 856	69 466	31 944	16 072	50.3	496	2 947	1 524	1	157	1 365	51.7	
British Midland Airways	638	2 078	2 114	72 230	47 201	24 606	52.1	193	3 973	1 982	2	63	1 918	49.9	
Brymon Airways	137	683	625	5 338	2 564	1 187	46.3	—	222	97	—	—	97	43.8	
Dan-Air Services	537	1 698	1 655	43 456	36 917	16 386	44.4	69	3 133	1 437	—	45	1 392	45.9	
Haywards Aviation	9	58	46	313	66	50	75.4	1	7	4	—	—	4	64.6	
Intra Airways	30	93	97	3 649	1 981	1 335	67.4	—	164	100	—	—	100	60.8	
Laker Airways	924	130	1 182	34 981	318 913	244 612	76.7	—	32 354	19 569	—	—	19 569	60.5	
Loganair	244	2 309	1 250	12 777	3 705	1 628	43.9	—	340	148	—	—	148	45.7	
TOTAL Passenger Services	31 827	38 325	57 309	2 058 107	6 501 383	4 237 380	65.2	19 735	760 775	480 433	14 840	77 810	387 783	63.2	
Cargo Services															
British Airways	1 321	795	2 012	—	—	—	—	5 332	30 154	21 116	269	20 847	—	70.0	
British Caledonian Airways	212	106	306	—	—	—	—	1 094	6 822	3 638	162	3 476	—	53.3	
Air Freight	25	113	101	—	—	—	—	297	116	66	—	66	—	56.9	
British Island Airways	71	301	282	—	—	—	—	738	326	169	22	147	—	51.9	
TOTAL Cargo Services	1 628	1 315	2 701	—	—	—	—	7 462	37 418	24 989	453	24 536	—	66.8	
GRAND TOTAL	33 455	39 640	60 010	2 058 107	6 501 383	4 237 380	65.2	27 197	798 193	505 422	15 293	102 346	387 783	63.3	

International Scheduled Services October 1979

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 and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	21 617	12 695	31 311	1 163 478	5 197 895	3 467 178	66.7	15 105	619 224	401 883	14 106	66 381	321 396	64.9
British Caledonian Airways	2 822	1 850	4 219	87 224	502 250	236 084	47.0	2 023	64 429	33 326	616	10 672	22 038	51.7
Air Anglia	517	1 037	1 180	23 586	33 146	13 025	39.3	132	3 341	1 372	—	70	1 303	41.1
Air Kent	53	234	194	612	421	138	32.7	—	34	10	—	—	10	28.3
Aurigny Air Services	115	2 045	562	21 704	1 606	1 156	72.0	87	153	97	1	4	93	63.6
British Island Airways	434	1 439	1 689	29 634	20 262	8 170	40.3	380	1 867	832	—	138	694	44.6
British Midland Airways	136	357	456	9 618	9 929	3 933	39.6	35	753	322	—	16	307	42.8
Brymon Airways	33	157	149	672	580	172	29.6	—	51	14	—	—	14	27.8
Dan-Air Services	322	718	861	17 582	24 410	9 205	37.7	59	2 072	823	—	41	782	39.7
Haywards Aviation	1	6	3	7	4	1	23.3	—	—	—	—	—	—	26.7
Intra Airways	6	29	26	517	367	126	34.4	—	31	9	—	—	9	29.9
Laker Airways	924	130	1 182	34 981	318 913	244 612	76.7	—	32 354	19 569	—	—	19 569	60.6
TOTAL Passenger Services	26 980	20 697	41 831	1 389 615	6 109 783	3 983 799	65.2	17 821	724 309	458 258	14 722	77 322	366 215	63.3
Cargo Services														
British Airways	1 284	714	1 916	—	—	—	—	4 712	29 610	20 794	267	20 527	—	70.2
British Caledonian Airways	186	62	254	—	—	—	—	819	6 614	3 485	9	3 476	—	52.7
Air Freight	25	113	101	—	—	—	—	297	116	66	—	66	—	56.9
British Island Airways	4	8	15	—	—	—	—	15	18	7	2	5	—	39.7
TOTAL Cargo Services	1 499	897	2 287	—	—	—	—	5 842	36 357	24 352	278	24 074	—	67.0
GRAND TOTAL	28 479	21 594	44 118	1 389 615	6 109 783	3 983 799	65.2	23 663	760 666	482 610	15 000	101 396	366 215	63.4

Domestic Scheduled Services October 1979

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 and Mail 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	2 661	7 049	7 500	439 798	274 007	184 564	67.4	1 062	25 514	16 237	89	316	15 832	63.6
British Airways Helicopters	17	284	95	6 108	492	373	75.7	9	42	35	—	—	34	82.0
British Caledonian Airways	455	1 614	1 291	58 135	37 843	23 970	63.3	525	3 844	2 102	26	89	1 987	54.7
Air Anglia	306	1 402	1 024	14 092	9 947	4 836	48.6	32	1 017	495	—	12	484	48.7
Air Ecosse	30	189	110	1 160	487	182	37.4	2	37	15	—	—	15	40.7
British Island Airways	281	1 438	1 167	39 832	11 682	7 901	67.6	116	1 080	692	1	19	671	64.0
British Midland Airways	502	1 721	1 658	62 612	37 272	20 673	55.5	158	3 220	1 660	2	47	1 611	51.6
Brymon Airways	104	526	476	4 666	1 984	1 016	51.2	—	172	83	—	—	83	48.5
Dan-Air Services	215	980	794	25 874	12 507	7 181	57.4	10	1 062	614	—	4	610	57.8
Haywards Aviation	9	52	43	306	62	49	79.0	1	6	4	—	—	4	67.3
Intra Airways	24	64	71	3 132	1 614	1 209	74.9	—	133	91	—	—	91	68.1
Loganair	244	2 309	1 250	12 777	3 705	1 628	43.9	—	340	148	—	—	148	43.5
TOTAL Passenger Services	4 847	17 628	15 478	668 492	391 600	253 581	64.8	1 914	36 466	22 174	118	488	21 568	60.8
Cargo Services														
British Airways	37	81	96	—	—	—	—	621	545	322	2	320	—	59.1
British Caledonian Airways	25	44	52	—	—	—	—	275	208	153	153	—	—	73.4
British Island Airways	67	293	267	—	—	—	—	724	308	162	21	142	—	52.6
TOTAL Cargo Services	129	418	414	—	—	—	—	1 619	1 061	637	175	462	—	60.0
GRAND TOTAL	4 976	18 046	15 892	668 492	391 600	253 581	64.8	3 533	37 527	22 811	293	950	21 568	60.8

All Non-scheduled Services October 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Mail (000)	Cargo (000)	Passengers (000)	
British Airways	247	146	765	12 930	38 698	30 288	78.3	1 076	6 081	4 051	24	1 252	2 776		66.6
British Airtours	1 534	729	2 251	104 495	289 932	213 799	73.7	—	26 385	18 076	—	—	18 076		68.5
British Airways Helicopters	521	3 779	2 597	37 966	11 193	5 769	51.5	220	1 094	497	—	35	462		45.4
British Caledonian Airways	908	603	1 506	45 046	74 886	59 371	79.3	1 113	15 618	10 236	—	5 120	5 116		65.5
Air Anglia	8	36	30	102	58	23	39.8	—	6	2	—	—	2		41.2
Air Europe	720	405	1 167	42 795	93 613	77 413	82.7	—	8 857	6 193	—	—	6 193		69.9
Air Freight	58	181	192	39	13	7	57.4	217	313	118	29	88	1		37.6
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—		43.8
Air Transcontinental Airlines	479	315	723	—	86 454	50 108	58.0	—	16 627	4 207	—	200	4 006		25.3
Air-Bridge Carriers	98	169	275	—	—	—	—	968	1 516	725	4	721	—		47.8
Alderney Air Ferries	10	79	50	256	87	31	36.0	—	7	2	—	—	2		25.8
Alldair	102	259	306	8 640	6 094	3 549	58.2	35	609	279	—	11	269		45.8
B.E.A.S.	104	4 682	691	22 869	1 360	503	37.0	43	104	40	—	1	39		38.5
Bristow Helicopters	593	3 556	3 486	30 720	10 290	5 861	57.0	291	872	577	—	51	527		68.2
Britannia Airways	4 679	2 594	7 429	298 588	607 356	540 745	89.0	—	51 651	45 895	—	—	45 895		88.9
British Air Ferries	74	141	191	2 333	2 477	1 748	70.6	10	265	167	—	8	159		63.1
British Cargo Airlines	1 214	432	1 695	—	—	—	—	4 637	48 077	34 988	—	34 988	—		72.8
British Island Airways	403	469	908	15 792	26 501	20 974	79.1	439	2 837	1 972	42	147	1 783		69.5
British Midland Airways	823	701	1 227	15 326	130 385	85 975	65.9	25	18 853	7 438	—	793	6 644		39.4
Dan-Air Services	3 832	3 269	7 152	252 019	437 448	369 968	84.6	116	35 127	29 716	13	20	29 683		84.6
Express Air Services CI	53	288	224	4 636	1 287	983	76.4	601	280	186	—	101	85		66.3
General Aviation Services	30	52	110	—	—	—	—	183	265	113	—	113	—		42.5
Gleneagle Helicopters	16	432	93	2 292	163	87	53.4	—	35	7	—	—	7		20.0
Guernsey Airlines	20	28	60	905	1 220	756	62.0	—	122	60	—	—	60		49.1
Intra Airways	42	103	134	1 366	1 590	1 318	82.9	239	241	194	—	96	98		80.7
Invicta International Airlines	65	57	154	—	—	—	—	403	1 081	536	—	536	—		49.6
Laker Airways	2 380	817	3 720	84 048	552 780	369 717	66.9	—	55 237	29 621	—	—	29 621		53.6
Loganair	155	628	686	4 252	2 643	1 327	50.2	—	278	108	—	—	108		39.1
Management Aviation	77	1 371	371	4 833	525	293	55.8	28	46	29	—	3	26		63.0
Monarch Airlines	1 505	882	2 299	88 575	234 410	182 677	77.9	—	23 094	16 555	—	—	16 555		71.7
North Scottish Helicopters	201	2 918	984	10 248	1 121	739	65.9	—	88	58	—	—	58		65.9
Pelican Air Transport	183	63	250	—	—	—	—	352	7 686	5 543	—	5 543	—		72.1
Redcoat Air Cargo	147	59	313	—	—	—	—	267	2 573	1 153	—	1 153	—		44.8
Scimitar Airlines	180	45	416	—	—	—	—	—	6 918	6 384	—	6 384	—		92.3
Southern Int-Air Transport	68	243	221	—	4 909	2 230	45.4	—	366	187	—	—	187		51.0
Tradewinds Airways	529	190	766	—	—	—	—	2 359	21 380	12 070	—	12 070	—		56.5
Transmeridian Air Cargo	469	193	928	—	—	—	—	927	12 630	7 256	—	7 256	—		57.5
TOTAL	22 528	30 915	44 372	1 090 780	2 617 495	2 026 259	77.4	14 562	367 216	245 236	112	76 688	168 436		66.8
Class 5A Licence TOTAL	242	79	513	3 457	8 202	6 416	78.2	..	7 614	6 928	—	6 384	544		91.0
TOTAL Excludes 5A Licence	22 286	30 836	43 859	1 087 323	2 609 293	2 019 843	77.4	14 562	359 602	238 308	112	70 304	167 892		66.3

*Does not include cargo and mail uplifted on Class 5 licences.

International Non-scheduled Services October 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	247	146	765	12 930	38 698	30 288	78.3	1 076	6 081	4 051	24	1 252	2 776	66.6
British Airtours	1 534	729	2 251	104 495	289 932	213 799	73.7	—	26 385	18 076	—	—	18 076	68.6
British Airways Helicopters	520	3 773	2 591	37 938	11 165	5 763	51.6	220	1 091	496	—	35	461	45.5
British Caledonian Airways	907	599	1 502	45 024	74 881	59 367	79.3	1 113	15 618	10 236	—	5 120	5 116	65.6
Air Europe	720	405	1 167	42 795	93 613	77 413	82.7	—	8 857	6 193	—	—	6 193	69.9
Air Freight	43	137	140	39	13	7	57.4	127	231	88	—	88	1	38.2
Air Transcontinental Airlines	479	315	723	—	86 454	50 108	58.0	—	16 627	4 207	—	200	4 006	25.3
Air-Bridge Carriers	77	86	193	—	—	—	—	567	1 253	583	—	583	—	46.6
Alidair	36	55	89	1 755	2 178	1 329	61.0	—	218	103	—	—	102	47.1
B.E.A.S.	104	4 682	691	22 869	1 360	503	37.0	43	104	40	—	1	39	38.5
Bristow Helicopters	593	3 556	3 486	30 720	10 290	5 861	57.0	291	872	577	—	51	527	66.2
Britannia Airways	4 679	2 594	7 429	298 588	607 356	540 745	89.0	—	51 651	45 895	—	—	45 895	88.9
British Air Ferries	64	95	151	1 612	2 079	1 531	73.6	6	222	145	—	6	139	65.2
British Cargo Airlines	1 214	432	1 695	—	—	—	—	4 637	48 077	34 988	—	34 988	—	72.8
British Island Airways	348	357	727	15 519	26 384	20 891	79.2	226	2 583	1 880	3	81	1 776	72.0
British Midland Airways	747	427	1 011	2 638	123 936	82 406	66.5	—	18 215	7 158	—	787	6 372	39.3
Dan-Air Services	3 439	2 247	5 709	221 307	420 258	357 473	85.1	—	33 623	28 619	—	—	28 619	85.1
Express Air Services CI	1	10	6	270	62	38	61.0	—	6	3	—	—	3	46.9
General Aviation Services	29	45	103	—	—	—	—	183	256	113	—	113	—	44.0
Gleneagle Helicopters	16	432	93	2 292	163	87	53.4	—	35	7	—	—	7	20.0
Guernsey Airlines	20	28	60	905	1 220	756	62.0	—	122	60	—	—	60	49.1
Intra Airways	20	31	54	1 294	1 431	1 184	82.7	2	119	89	—	1	88	75.1
Invicta International Airlines	65	57	154	—	—	—	—	403	1 081	536	—	536	—	49.6
Laker Airways	2 380	817	3 720	84 048	552 780	369 717	66.9	—	55 237	29 621	—	—	29 621	53.6
Management Aviation	77	1 371	371	4 533	525	293	55.8	28	46	29	—	3	28	63.0
Monarch Airlines	1 505	882	2 299	88 575	234 410	182 677	77.9	—	23 094	16 555	—	—	16 555	71.7
North Scottish Helicopters	201	2 918	984	10 248	1 121	739	65.9	—	88	58	—	—	58	65.9
Pelican Air Transport	183	63	250	—	—	—	—	352	7 686	5 543	—	5 543	—	72.1
Redcoat Air Cargo	147	59	313	—	—	—	—	267	2 573	1 153	—	1 153	—	44.8
Scimitar Airlines	180	45	416	—	—	—	—	—	6 918	6 384	—	6 384	—	92.3
Southern Int-Air Transport	52	168	162	—	3 751	1 701	45.3	—	279	144	—	—	144	51.6
Tradewinds Airways	529	190	766	—	—	—	—	2 359	21 380	12 070	—	12 070	—	58.5
Transmeridian Air Cargo	469	193	928	—	—	—	—	927	12 630	7 256	—	7 256	—	57.5
TOTAL	21 625	27 944	40 999	1 030 394	2 584 061	2 004 675	77.6	12 836	363 258	242 934	27	76 249	166 658	66.9
Class 5A Licence TOTAL	242	79	513	3 457	8 202	6 416	78.2	..	7 614	6 928	—	6 384	544	91.0
TOTAL Excludes 5A Licence	21 383	27 865	40 486	1 026 937	2 575 859	1 998 259	77.6	12 836	355 644	236 006	27	69 865	166 114	66.4

*Does not include cargo and mail uplifted on Class 5 licences.

Domestic Non-scheduled Services October 1979

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	1	6	6	28	28	6	21.4	—	3	1	—	—	1	33.3
British Caledonian Airways	1	4	4	22	5	4	80.0	—	—	—	—	—	—	80.0
Air Anglia	8	36	30	102	58	23	39.8	—	6	2	—	—	2	41.2
Air Freight	15	44	52	—	—	—	—	89	82	29	29	—	—	35.6
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—	43.8
Air-Bridge Carriers	22	83	82	—	—	—	—	401	263	142	4	137	—	53.9
Alderney Air Ferries	10	79	50	256	87	31	36.0	—	7	2	—	—	2	25.8
Alidair	65	204	217	6 885	3 916	2 219	56.7	35	392	177	—	11	166	45.1
British Air Ferries	10	46	40	721	398	217	54.7	4	42	22	—	2	20	51.8
British Island Airways	55	112	181	273	117	83	70.6	213	255	112	39	66	7	44.0
British Midland Airways	76	274	216	12 688	6 449	3 570	55.4	25	638	279	—	7	272	43.7
Dan-Air Services	393	1 022	1 443	30 712	17 190	12 495	72.7	116	1 503	1 098	13	20	1 064	73.0
Express Air Services CI	52	278	218	4 366	1 225	945	77.1	601	274	183	—	101	82	66.7
General Aviation Services	1	7	7	—	—	—	—	—	9	—	—	—	—	—
Intra Airways	22	72	80	72	159	134	84.5	236	122	105	—	95	10	86.0
Loganair	155	628	686	4 252	2 643	1 327	50.2	—	276	108	—	—	108	39.1
Southern Int-Air Transport	16	75	59	—	1 157	529	45.7	—	87	43	—	—	43	49.4
TOTAL	903	2 971	3 373	60 386	33 434	21 585	64.6	1 726	3 959	2 302	85	439	1 778	58.1
Class 5A Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Excludes 5A Licence	903	2 971	3 373	60 386	33 434	21 585	64.6	1 726	3 959	2 302	85	439	1 778	58.1

*Does not include cargo and mail uplifted on Class 5 licences.

Class 2 Licence Operations October 1979

Table 24

	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											
Laker Airways	763	125	966	20 418	—	263 310	153 111	58.1	26 713	12 249	45.9
TOTAL	763	125	966	20 418	—	263 310	153 111	58.1	26 713	12 249	45.9

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers October 1979

Table 25

	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	91	65	161	4 600	8 913	6 859	76.9	891	593	66.6	—	—
British Airtours	1 288	646	1 920	97 495	243 483	194 159	79.7	22 158	16 388	74.0	—	1 522
British Caledonian Airways	568	441	998	40 216	64 752	53 340	82.4	6 082	4 588	75.4	—	713
Air Europe	716	403	1 160	42 645	93 089	77 110	82.8	8 808	6 169	70.0	—	—
Britannia Airways	4 495	2 421	7 116	281 624	583 275	523 210	89.7	49 603	44 406	89.5	—	—
British Island Airways	275	194	476	13 944	24 505	19 589	79.9	2 203	1 666	75.6	—	—
British Midland Airways	42	39	106	2 349	3 187	2 596	81.5	266	202	76.0	—	—
Dan-Air Services	2 710	1 809	4 485	183 279	332 388	285 868	86.0	26 589	22 875	86.0	—	—
Guernsey Airlines	16	14	45	590	984	642	65.2	98	52	52.3	—	—
Intra Airways	14	18	38	1 034	1 040	844	81.1	86	63	73.8	—	—
Laker Airways	1 022	544	1 623	56 547	138 844	110 181	79.4	13 305	8 813	66.2	—	—
Monarch Airlines	1 206	628	1 775	73 268	194 245	151 618	78.1	19 162	13 737	71.7	—	—
TOTAL International Services	12 443	7 222	19 902	797 591	1 688 704	1 426 017	84.4	149 251	119 550	80.1	—	2 235
Domestic Services												
Alderney Air Ferries	10	79	50	256	87	31	36.0	7	2	25.8	—	—
British Air Ferries	3	10	13	376	160	126	78.3	15	11	77.7	—	—
Dan-Air Services	—	1	1	26	14	7	54.2	1	1	53.7	—	—
Intra Airways	1	1	3	72	55	54	98.6	5	4	90.0	—	—
TOTAL Domestic Services	14	91	68	730	316	218	69.2	28	18	65.2	—	—
GRAND TOTAL	12 457	7 313	19 970	798 321	1 689 020	1 426 235	84.4	149 278	119 568	80.1	—	2 235

All Class 4 Licence Operations October 1979

Table 26.1

	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	13	22	30	—	1 314	1 189	889	74.8	126	77	60.8
British Airtours	19	12	29	1 522	—	3 555	2 359	66.3	324	200	61.8
British Caledonian Airways	33	42	69	713	2 603	3 819	2 491	65.2	358	214	59.8
Alidair	20	30	43	—	1 293	1 204	867	72.0	120	68	56.5
Britannia Airways	63	34	100	—	2 603	8 146	4 961	60.9	694	422	60.8
British Island Airways	13	6	21	—	373	1 176	794	67.5	106	68	64.0
British Midland Airways	2	5	6	—	369	148	148	100.0	12	12	97.6
Dan-Air Services	627	340	999	—	31 052	76 959	63 260	82.2	6 156	5 072	82.4
Guernsey Airlines	2	5	7	—	234	123	98	79.2	12	7	59.3
Intra Airways	4	4	9	—	260	283	246	87.2	23	18	78.4
Monarch Airlines	209	168	376	—	15 307	24 833	20 242	81.5	2 442	1 837	75.2
TOTAL	1 005	668	1 688	2 235	55 408	121 435	96 355	79.3	10 374	7 995	77.1

International Class 4 Licence Operations October 1979

Table 26.2

	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	13	22	30	—	1 314	1 189	889	74.8	126	77	60.8
British Airtours	19	12	29	1 522	—	3 555	2 359	66.3	324	200	61.8
British Caledonian Airways	33	42	69	713	2 603	3 819	2 491	65.2	358	214	59.8
Alidair	18	26	37	—	1 173	1 106	818	74.0	111	64	58.2
Britannia Airways	63	34	100	—	2 603	8 146	4 961	60.9	694	422	60.8
British Island Airways	13	6	21	—	373	1 176	794	67.6	106	68	64.0
Dan-Air Services	626	336	995	—	30 766	76 888	63 190	82.2	6 150	5 067	82.4
Guernsey Airlines	2	5	7	—	234	123	98	79.2	12	7	59.3
Intra Airways	4	4	9	—	260	283	246	87.2	23	18	78.4
Monarch Airlines	209	168	376	—	15 307	24 833	20 242	81.5	2 442	1 837	75.2
TOTAL	1 001	655	1 673	2 235	54 633	121 118	96 088	79.3	10 346	7 974	77.1

Domestic Class 4 Licence Operations October 1979

Table 26.3

	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
Alidair	2	4	6	—	120	98	49	50.0	10	4	37.5
British Midland Airways	2	5	6	—	369	148	148	100.0	12	12	97.6
Dan-Air Services	1	4	4	—	286	71	69	97.9	6	6	98.4
TOTAL	5	13	15	—	775	316	266	84.1	28	21	76.4

All Class 6 Licence Operations October 1979

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	7	7	20	72	101	87	—	87	86.5
British Caledonian Airways	202	64	281	688	6 512	3 947	—	3 946	60.6
Air Freight	31	109	100	218	162	60	29	30	37.0
Air-Bridge Carriers	91	145	249	969	1 411	669	3	666	47.4
British Cargo Airlines	1 144	409	1 596	4 637	45 323	33 148	—	33 148	73.1
British Island Airways	50	132	193	239	231	91	3	88	39.4
Dan-Air Services	8	40	31	63	42	13	12	—	30.5
Express Air Services C.I.	28	164	117	602	143	101	—	100	70.3
General Aviation Services	29	51	107	179	254	108	—	108	42.6
Invicta International Airlines	62	54	145	403	1 029	509	—	508	49.4
Pelican Air Transport	100	34	136	352	4 203	2 824	—	2 824	67.2
Redcoat Air Cargo	147	59	313	268	2 573	1 153	—	1 152	44.8
Tradewinds Airways	481	164	698	2 148	19 363	10 990	—	10 989	56.8
Transmeridian Air Cargo	264	105	498	927	7 260	4 372	—	4 372	60.2
TOTAL	2 645	1 537	4 484	11 765	88 608	58 072	48	58 023	65.5

International Class 6 Licence Operations October 1979

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	7	7	20	72	101	87	—	87	86.5
British Caledonian Airways	202	64	281	688	6 512	3 947	—	3 946	60.6
Air Freight	16	65	48	128	80	31	—	30	38.5
Air-Bridge Carriers	75	85	190	567	1 221	556	—	556	45.5
British Cargo Airlines	1 144	409	1 596	4 637	45 323	33 148	—	33 148	73.1
British Island Airways	46	124	178	226	210	84	3	80	39.8
General Aviation Services	28	44	100	179	245	108	—	108	44.2
Invicta International Airlines	62	54	145	403	1 029	509	—	508	49.4
Pelican Air Transport	100	34	136	352	4 203	2 824	—	2 824	67.2
Redcoat Air Cargo	147	59	313	268	2 573	1 153	—	1 152	44.8
Tradewinds Airways	481	164	698	2 148	19 363	10 990	—	10 989	56.8
Transmeridian Air Cargo	264	105	498	927	7 260	4 372	—	4 372	60.2
TOTAL	2 573	1 214	4 203	10 595	88 120	57 809	3	57 805	65.6

Domestic Class 6 Licence Operations October 1979

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	15	44	52	90	82	29	29	—	35.6
Air-Bridge Carriers	16	60	59	402	190	113	3	109	59.6
British Island Airways	5	8	15	13	21	7	—	7	35.1
Dan-Air Services	8	40	31	63	42	13	12	—	30.5
Express Air Services C.I.	28	164	117	602	143	101	—	100	70.3
General Aviation Services	1	7	7	—	9	—	—	—	—
TOTAL	72	323	281	1 169	488	264	45	218	54.0

All Class 7 Licence Operations October 1979

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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	—	3	2	72	44	12	27.0	—	5	1	—	1	19.7
British Airways Helicopters	521	3 779	2 597	37 966	11 193	5 769	51.5	221	1 094	497	35	462	45.4
B.E.A.S.	104	4 682	691	22 869	1 360	503	37.0	44	104	40	1	39	38.5
Bristow Helicopters	593	3 556	3 486	30 720	10 290	5 861	57.0	292	872	577	51	527	66.2
Gleneagle Helicopters	16	432	93	2 292	163	87	53.4	1	35	7	—	7	20.0
Management Aviation	77	1 371	371	4 533	525	293	55.8	29	46	29	3	26	63.0
North Scottish Helicopters	201	2 918	984	10 248	1 121	739	65.9	—	88	58	—	58	65.9
TOTAL	1 512	16 741	8 224	108 700	24 696	13 264	53.7	586	2 244	1 209	90	1 119	53.9

International Class 7 Licence Operations October 1979

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	—	3	2	72	44	12	27.0	—	5	1	—	1	19.7
British Airways Helicopters	520	3 773	2 591	37 938	11 165	5 763	51.6	220	1 091	496	35	461	45.5
B.E.A.S.	104	4 682	691	22 869	1 360	503	37.0	44	104	40	1	39	38.5
Bristow Helicopters	593	3 556	3 486	30 720	10 290	5 861	57.0	292	872	577	51	527	66.2
Gleneagle Helicopters	16	432	93	2 292	163	87	53.4	1	35	7	—	7	20.0
Management Aviation	77	1 371	371	4 533	525	293	55.8	29	46	29	3	26	63.0
North Scottish Helicopters	201	2 918	984	10 248	1 121	739	65.9	—	88	58	—	58	65.9
TOTAL	1 511	16 735	8 218	108 672	24 668	13 258	53.7	585	2 241	1 208	90	1 118	53.9

Domestic Class 7 Licence Operations October 1979

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 Helicopters	1	6	6	28	28	6	21.4	1	3	1	—	1	33.3
TOTAL	1	6	6	28	28	6	21.4	1	3	1	—	1	33.3

All Exempt Operations October 1979

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* & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	135	49	552	6 944	28 553	22 528	78.9	1 005	4 958	3 292	24	1 164	2 105	66.4
British Airtours	227	71	301	5 478	42 894	17 281	40.3	—	3 904	1 488	—	—	1 488	38.1
British Caledonian Airways	104	56	159	1 514	6 315	3 540	56.1	425	2 666	1 487	—	1 174	314	55.8
Air Anglia	8	36	30	102	58	23	39.8	—	6	2	—	—	2	41.2
Air Europe	4	2	7	150	525	303	57.7	—	50	24	—	—	24	48.8
Air Freight	27	72	92	39	13	7	57.4	—	151	57	—	57	1	38.1
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—	43.8
Air Transcontinental Airlines	479	315	723	—	86 454	50 108	58.0	—	16 627	4 207	—	200	4 006	25.3
Air-Bridge Carriers	8	24	26	—	—	—	—	—	105	56	—	56	—	52.8
Alidair	81	229	263	7 347	4 890	2 681	54.8	36	489	211	—	11	201	43.2
Britannia Airways	59	105	117	10 904	7 733	6 158	79.6	—	658	523	—	—	523	79.6
British Air Ferries	70	131	178	1 957	2 316	1 623	70.1	11	250	155	—	8	147	62.2
British Cargo Airlines	70	23	99	—	—	—	—	—	2 753	1 840	—	1 840	—	66.8
British Island Airways	64	137	219	1 475	820	591	72.0	201	298	147	39	58	50	49.5
British Midland Airways	779	657	1 115	12 608	127 051	83 231	65.5	25	18 576	7 224	—	793	6 431	38.9
Dan-Air Services	486	1 079	1 637	37 662	28 088	20 833	74.2	54	2 338	1 756	—	20	1 735	75.1
Express Air Services C.I.	26	124	107	4 636	1 287	983	76.4	—	137	85	—	—	85	62.1
General Aviation Services	1	1	3	—	—	—	—	5	11	4	—	4	—	39.2
Guernsey Airlines	2	9	8	81	112	16	14.3	—	11	1	—	—	1	10.6
Intra Airways	23	80	84	—	213	173	81.4	240	128	109	—	96	13	85.3
Invicta International Airlines	3	3	8	—	—	—	—	—	52	27	—	27	—	52.5
Laker Airways	595	148	1 132	7 083	150 625	106 425	70.7	—	15 220	8 559	—	—	8 559	56.2
Loganair	155	628	686	4 252	2 643	1 327	50.2	—	276	108	—	—	108	39.1
Monarch Airlines	90	86	148	—	15 332	10 816	70.5	—	1 490	981	—	—	981	65.8
Pelican Air Transport	83	29	115	—	—	—	—	—	3 483	2 719	—	2 719	—	78.1
Southern Int-Air Transport	68	243	221	—	4 909	2 230	45.4	—	366	187	—	—	187	51.0
Tradewinds Airways	48	26	68	—	—	—	—	212	2 016	1 080	—	1 080	—	53.6
Transmeridian Air Cargo	205	88	430	—	—	—	—	—	5 370	2 884	—	2 884	—	53.7
TOTAL	3 903	4 452	8 528	102 241	510 833	330 879	64.8	2 213	82 386	39 215	63	12 191	26 961	47.6

*Excludes passengers, cargo and mail uplifted on sub-charter operations.

International Exempt Operations October 1979

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* & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Mail (000)	Cargo (000)	Passengers (000)	
British Airways	135	49	652	6 944	28 553	22 528	78.9	1 005	4 958	3 292	24	1 164	2 105	66.4	
British Airtours	227	71	301	5 478	42 894	17 281	40.3	—	3 904	1 488	—	—	1 488	38.1	
British Caledonian Airways	103	52	155	1 492	6 310	3 536	56.1	425	2 666	1 487	—	1 174	314	55.8	
Air Europe	4	2	7	150	525	303	57.7	—	50	24	—	—	24	48.8	
Air Freight	27	72	92	39	13	7	57.4	—	151	57	—	57	1	38.1	
Air Transcontinental Airlines	479	315	723	—	86 454	50 108	58.0	—	16 627	4 207	—	200	4 006	25.3	
Air-Bridge Carriers	2	1	3	—	—	—	—	—	33	27	—	27	—	83.9	
Alidair	18	29	52	582	1 072	511	47.7	—	107	38	—	—	38	35.7	
Britannia Airways	59	105	117	10 904	7 733	6 158	79.6	—	658	523	—	—	523	79.6	
British Air Ferries	64	95	151	1 612	2 079	1 531	73.6	6	222	145	—	6	139	65.2	
British Cargo Airlines	70	23	99	—	—	—	—	—	2 753	1 840	—	1 840	—	66.8	
British Island Airways	14	33	52	1 202	703	508	72.3	—	65	43	—	—	43	66.3	
British Midland Airways	705	388	905	289	120 749	79 809	66.1	—	17 949	6 957	—	787	6 170	38.8	
Dan-Air Services	102	102	229	7 262	10 983	8 415	76.6	—	884	678	—	—	677	76.6	
Express Air Services C.I.	1	10	6	270	62	38	61.0	—	6	3	—	—	3	46.9	
General Aviation Services	1	1	3	—	—	—	—	5	11	4	—	4	—	39.2	
Guernsey Airlines	2	9	8	81	112	16	14.3	—	11	1	—	—	1	10.6	
Intra Airways	2	9	8	—	109	94	85.6	3	10	8	—	1	7	78.7	
Invicta International Airlines	3	3	8	—	—	—	—	—	52	27	—	27	—	52.5	
Laker Airways	595	148	1 132	7 083	150 625	106 425	70.7	—	15 220	8 559	—	—	8 559	56.2	
Monarch Airlines	90	86	148	—	15 332	10 816	70.5	—	1 490	981	—	—	981	65.8	
Pelican Air Transport	83	29	115	—	—	—	—	—	3 483	2 719	—	2 719	—	78.1	
Southern Int-Air Transport	52	168	162	—	3 751	1 701	45.3	—	279	144	—	—	144	51.6	
Tradewinds Airways	48	26	68	—	—	—	—	212	2 016	1 080	—	1 080	—	53.6	
Transmeridian Air Cargo	205	88	430	—	—	—	—	—	5 370	2 884	—	2 884	—	53.7	
TOTAL	3 092	1 914	5 525	43 388	478 059	309 785	64.8	1 657	78 974	37 216	24	11 970	25 233	47.1	

*Excludes passengers, cargo and mail uplifted on sub-charter operations.

Domestic Exempt Operations October 1979

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of* passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Mail (000)	Cargo (000)	Passengers (000)	
British Caledonian Airways	1	4	4	22	5	4	80.0	—	—	—	—	—	—	—	80.0
Air Anglia	8	36	30	102	58	23	39.8	—	6	2	—	—	—	2	41.2
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—	—	43.8
Air-Bridge Carriers	6	23	23	—	—	—	—	—	73	28	—	—	28	—	38.9
Alidair	64	200	211	6 765	3 818	2 170	56.8	35	382	173	—	11	163	45.3	
British Air Ferries	6	36	27	345	237	92	38.7	5	28	11	—	2	8	38.0	
British Island Airways	50	104	166	273	117	83	70.6	201	233	105	39	58	7	44.8	
British Midland Airways	74	269	210	12 319	6 301	3 422	54.3	25	627	268	—	7	261	42.7	
Dan-Air Services	384	977	1 408	30 400	17 105	12 418	72.6	53	1 454	1 078	—	20	1 058	74.2	
Express Air Services C.I.	24	114	102	4 366	1 225	945	77.1	—	131	82	—	—	82	62.8	
Intra Airways	21	71	77	—	104	80	77.0	237	118	101	—	95	6	85.9	
Loganair	155	628	686	4 252	2 643	1 327	50.2	—	276	108	—	—	108	39.1	
Southern Int-Air Transport	16	75	59	—	1 157	529	45.7	—	87	43	—	—	43	49.4	
TOTAL	811	2 538	3 004	58 853	32 774	21 094	64.4	556	3 413	1 999	39	222	1 738	58.6	

*Excludes passengers, cargo and mail uplifted on sub-charter operations.

Class 5 Operations for UK Operators October 1979

Table 30

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Britannia Airways	62	34	96	3 457	8 202	6 416	78.2	..	696	544	—	—	544	78.2
Scimitar Airlines	180	45	416	—	—	—	—	..	6 918	6 384	—	6 384	—	92.3
TOTAL	242	79	513	3 457	8 202	6 416	78.2	..	7 614	6 928	—	6 384	544	91.0

NOTE: Sub-charter operations where the number of flights do not exceed 20% of the number of journeys authorised or advertised by the main licence holder or do not carry more than 10% of the cargo authorised are reported as exempt operations w.e.f. August, 1979.

Aircraft Type and Utilisation—All Airlines October 1979

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	156	604	—	766	—	7 861	2 030	9	2.7
Aerospatiale SA-365 Dauphin	36	459	20	145	3	2 754	208	(b) 1	(b) 3.4
Aviation Traders Merchantman	332	—	376	—	748	—	—	6	3.6
AW650 Argosy	42	—	120	—	156	—	—	3	1.8
BAC 111-200	707	1 617	—	1 710	—	72 131	34 308	9	7.1
BAC 111-300/400	2 303	2 535	—	4 371	—	136 662	142 362	20	9.0
BAC 111-500	4 187	5 890	44	8 562	52	434 464	329 790	36	7.8
BAC/Aerospatiale Concorde	1 025	182	—	718	—	12 280	77 094	5	4.1
Bell 212 Twin	156	6 111	—	989	—	30 300	772	(a) 12	(a) 2.7
Boeing 707-120/120B	634	339	—	870	—	12 524	70 427	(c) 1	(c) 10.5
Boeing 707-320/320B	62	69	—	128	—	—	6 671	—	—
Boeing 707-320C/336	5 916	1 254	643	5 472	3 029	57 886	373 181	34	8.7
Boeing 707-420	1 551	740	—	2 278	—	105 799	215 732	9	10.5
Boeing 720/720B	858	461	—	1 268	—	46 788	114 183	5	10.9
Boeing 727-100	1 509	764	—	2 255	—	86 945	177 148	8	11.2
Boeing 737-200	5 399	2 999	—	8 596	—	341 383	618 158	22	14.0
Boeing 747-100	5 133	1 227	—	6 677	—	201 356	1 423 448	18	13.3
Boeing 747-200	2 700	479	—	2 646	—	78 152	726 530	8	13.2
Bristol Britannia 300	212	—	116	—	467	—	—	4	3.3
Britten-Norman Islander	150	1 765	—	722	—	6 745	543	14	2.0
Britten-Norman Trislander	200	2 508	—	1 017	—	25 644	1 802	14	2.7
Canadair CL 44	524	—	220	—	1 039	—	—	8	3.6
Cessna 404 Titan	93	284	—	374	—	1 293	467	2	7.7
DC3 Dakota/Pionair	38	30	119	28	150	545	125	8	1.1
DH 106 Comet 4B/C	424	274	—	714	—	27 257	43 695	7	5.6
DHC 6 Twin-Otter	285	1 314	—	1 320	—	10 854	2 788	9	5.0
Douglas DC-6A/6B/6C	19	—	34	—	61	—	—	2	0.9
Embraer Bandeirante	34	205	—	126	—	1 216	199	—	—
Fairchild Hillier FH227B	69	—	230	—	228	—	—	2	3.2
Fokker F28 2000-6000	254	454	—	448	—	12 216	8 086	2	6.2
Fokker Friendship 100/600	473	1 561	—	1 422	—	24 043	9 375	10	6.0
HS 125	16	42	—	32	—	59	45	—	—
Hawker Siddeley 121 Trident 1C	569	1 056	—	1 228	—	69 406	37 259	11	4.5
Hawker Siddeley 121 Trident 1E	362	664	—	805	—	52 291	28 533	4	6.1
Hawker Siddeley 121 Trident 2E	1 763	1 767	—	3 158	—	122 374	117 433	16	6.3
Hawker Siddeley 121 Trident 3B	2 416	3 471	—	4 808	—	349 533	235 133	25	6.3
HP Herald 100/200	900	2 733	701	2 706	761	75 879	18 344	32	4.7
HS 748	689	2 197	40	2 538	31	58 290	20 968	19	4.3
Lockheed L1011 Tristar	1 114	626	—	1 702	—	118 848	183 254	9	7.6
Lockheed L1011-500 Tristar	943	281	—	1 289	—	19 078	110 704	4	9.8
MBB BO 105	219	3 548	78	1 085	8	10 644	650	(b) 3	(b) 3.7
McDonnell-Douglas DC10-10	2 052	371	—	2 643	—	70 404	486 730	6	17.6
McDonnell-Douglas DC8-54F-55F	812	—	295	—	1 145	—	—	8	5.5
McDonnell-Douglas DC9-10 to 40	174	528	—	453	—	25 199	8 745	2	8.7
McDonnell-Douglas DC-10-30	1 187	266	—	1 474	—	22 138	151 132	4	12.2
Piper PA23 Aztec (and Apache)	3	19	—	13	—	53	9	2	0.3
Piper PA31 Navajo (All Series)	186	856	—	725	—	2 542	635	12	2.3
Short SD-330	31	196	—	148	—	1 344	237	1	3.4
Sikorsky S61N	908	5 598	—	4 941	—	62 941	9 794	(b) 43	(b) 3.5
Sikorsky S58T	24	235	6	143	3	1 312	128	5	1.3
Vickers Super VC10	2 704	937	—	3 924	—	54 717	271 920	15	9.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	122	287	—	366	—	9 545	4 304	6	1.9
Vickers Viscount 700D/800/810	1 547	5 151	24	5 302	36	184 486	62 711	37	5.5
Westland Wessex	52	905	—	372	—	4 902	282	3	3.5
TOTAL	54 273	65 859	3 066	93 477	7 917	3 053 083	6 128 072	556	6.5

(a) Excludes Gleneagle Helicopters

(b) Excludes North Scottish Helicopters

(c) Excludes Air Transcontinental

Aircraft Type and Utilisation—Individual Airlines Table 31.2

October 1979

	Aircraft—km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
British Airways									
HS 748	81	370	—	314	—	8 911	2 229	2	4.9
Vickers Viscount 700D/800/810	773	2 863	—	2 817	—	117 752	33 990	20	4.7
BAC 111—300/400	686	1 283	—	1 493	—	61 061	30 873	7	7.0
BAC 111—500	1 727	3 545	—	4 057	—	245 580	113 054	18	6.0
Hawker Siddeley 121 Trident 2E	1 763	1 767	—	3 158	—	122 374	117 433	16	6.3
Aviation Traders Merchantman	276	—	327	—	629	—	—	5	3.7
Hawker Siddeley 121 Trident 1C	569	1 056	—	1 228	—	69 406	37 259	11	4.5
Hawker Siddeley 121 Trident 3B	2 416	3 471	—	4 808	—	349 533	235 133	25	6.3
Hawker Siddeley 121 Trident 1E	362	664	—	805	—	52 291	28 533	4	6.1
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 704	937	—	3 924	—	54 717	271 920	15	9.4
Lockheed L1011 Tristar	1 114	626	—	1 702	—	118 848	183 254	9	7.6
Boeing 707—320C/336	2 390	398	231	2 168	1 125	25 917	158 422	11	10.9
Lockheed L1011—500 Tristar	943	281	—	1 289	—	19 078	110 704	4	9.8
Boeing 747—100	5 133	1 227	—	6 677	—	201 356	1 423 448	18	13.3
Boeing 747—200	2 700	479	—	2 646	—	78 152	726 530	8	13.2
BAC/Aerospatiale Concorde	1 025	182	—	718	—	12 280	77 094	5	4.1
TOTAL	24 661	19 149	558	37 804	1 754	1 537 256	3 549 875	179	7.5
British Airtours									
Boeing 707—420	1 551	740	—	2 278	—	105 799	215 732	9	10.5
British Airways Helicopters									
Sikorsky S61N	507	3 171	—	2 522	—	39 051	5 965	24	3.4
Bell 212 Twin	31	892	—	170	—	5 023	177	2	1.7
Sikorsky S58T	—	—	—	—	—	—	—	2	1.2
TOTAL	538	4 063	—	2 692	—	44 074	6 142	28	3.1
British Caledonian Airways									
Piper PA31 Navajo (All Series)	30	161	—	166	—	400	73	2	3.3
BAC 111—200	575	1 430	—	1 433	—	63 607	27 361	7	6.8
BAC 111—500	1 097	1 284	44	2 094	52	85 115	80 965	9	9.0
Boeing 707—320C/336	1 485	298	148	1 357	611	13 167	59 654	9	7.9
McDonnell-Douglas DC10—30	1 187	266	—	1 474	—	22 138	151 132	4	12.2
Sikorsky S61N	22	542	—	137	—	5 978	239	1	4.7
TOTAL	4 396	3 981	192	6 661	663	190 405	319 424	32	8.1
Air Anglia									
Fokker Friendship 100/600	473	1 561	—	1 422	—	24 043	9 375	10	6.0
Fokker F28 2000—6000	254	454	—	448	—	12 216	8 086	2	6.2
Piper PA31 Navajo (All Series)	104	460	—	363	—	1 521	423	7	2.4
TOTAL	831	2 475	—	2 233	—	37 780	17 884	19	4.6
Air Ecosse									
Embraer Bandeirante	30	189	—	110	—	1 160	182	..	..
Air Europe									
Boeing 737—200	720	405	—	1 167	—	42 795	77 413	3	13.5
Air Freight									
DC3 Dakota/Pionair	14	2	62	2	63	39	7	4	0.5
Fairchild Hillier FH227B	69	—	230	—	228	—	—	2	3.2
TOTAL	83	2	292	2	291	39	7	6	1.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
Air Kent									
Piper PA31 Navajo (All Series)	53	234	—	194	—	612	138	2	1.2
Air Ladvale									
Piper PA31 Navajo (All Series)	—	1	—	2	—	9	2	—	—
Air Transcontinental Airlines									
Boeing 707-120/120B	417	246	—	595	—	—	43 437	..	..
Boeing 707-320/320B	62	69	—	128	—	—	6 671	..	..
TOTAL	479	315	—	723	—	—	50 108	..	..
Air-Bridge Carriers									
AW650 Argosy	42	—	120	—	156	—	—	3	1.8
Aviation Traders Merchantman	56	—	49	—	119	—	—	1	3.4
TOTAL	98	—	169	—	275	—	—	4	2.2
Alderney Air Ferries									
Britten-Norman Islander	10	79	—	50	—	256	31	1	1.9
Alidair									
Vickers Viscount 700	102	259	—	306	—	8 640	3 549	5	2.1
Aurigny Air Services									
Britten-Norman Trislander	102	1 877	—	501	—	20 939	1 102	7	3.3
Britten-Norman Islander	12	168	—	62	—	765	54	2	1.0
TOTAL	115	2 045	—	563	—	21 704	1 156	9	2.8
Aviation Beauport									
Piper PA23 (and Apache)	—	—	—	—	—	—	—	1	—
Britten-Norman Islander	—	—	—	—	—	—	—	2	0.8
Piper PA31 Navajo	—	—	—	—	—	—	—	1	—
TOTAL	—	—	—	—	—	—	—	4	0.8
B.E.A.S.									
Bell 212 Twin	104	4 682	—	691	—	22 869	503	5	4.5
Bristow Helicopters									
Sikorsky S61N	365	1 794	—	2 212	—	17 078	3 467	18	3.7
Westland Wessex	52	905	—	372	—	4 902	282	3	3.5
Sikorsky S58T	15	148	—	102	—	763	77	2	1.6
Bell 212 Twin	5	105	—	35	—	116	5	5	0.5
Aerospatiale SA330J Puma	156	604	—	766	—	7 861	2 030	9	2.7
TOTAL	593	3 556	—	3 487	—	30 720	5 861	37	3.0
Britannia Airways									
Boeing 737-200	4 679	2 594	—	7 429	—	298 588	540 745	19	14.1
British Air Ferries									
HP Herald 100/200	57	93	6	149	10	2 274	1 703	7	0.8
HS 125	16	42	—	32	—	59	45	—	—
TOTAL	74	135	6	181	10	2 333	1 748	7	0.8
British Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	812	—	295	—	1 145	—	—	6	5.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
British Island Airways									
HP Herald 100/200	789	2 516	531	2 450	634	68 969	15 659	20	6.7
Cessna 404 Titan	93	284	—	374	—	1 293	467	2	7.7
Embraer Bandeirante	4	16	—	16	—	56	17	—	—
BAC 111-300/400	302	294	—	565	—	14 831	20 871	3	10.6
TOTAL	1 188	3 110	531	3 405	634	85 149	37 013	25	7.2
British Midland Airways									
Vickers Viscount 700D/800/810	555	1 653	—	1 860	—	56 355	21 397	10	7.5
McDonnell-Douglas DC9-10 to 40	174	528	—	453	—	25 199	8 745	2	8.7
Boeing 707-320C/336	701	384	—	895	—	—	79 545	5	7.3
TOTAL	1 430	2 565	—	3 208	—	81 554	109 687	17	7.6
Brymon Airways									
Britten-Norman Islander	14	64	—	67	—	197	42	1	3.2
DHC 6 Twin-Otter	123	619	—	558	—	5 141	1 146	3	5.6
HP Herald	—	—	—	—	—	—	—	1	4.1
TOTAL	137	683	—	625	—	5 338	1 187	5	4.8
Dan-Air Services									
HS 748	608	1 827	40	2 224	31	49 379	18 739	17	4.2
Vickers Viscount 700D/800/810	90	287	—	273	—	5 870	2 559	2	6.1
BAC 111-200	132	187	—	277	—	8 524	6 947	2	8.0
BAC 111-300/400	585	556	—	1 105	—	30 947	38 579	5	9.0
BAC 111-500	943	738	—	1 670	—	75 312	96 096	6	9.8
DH 106 Comet 4B/C	424	274	—	714	—	27 257	43 695	7	5.6
Boeing 727-100	1 509	764	—	2 255	—	86 945	177 148	8	11.2
Boeing 707-320C/336	—	—	—	—	—	—	—	1	—
TOTAL	4 292	4 633	40	8 518	31	284 234	383 762	48	6.8
Express Air Services CI									
HP Herald 100/200	53	124	164	107	117	4 636	983	4	2.5
General Aviation Services									
DC3 Dakota/Pionair	11	—	18	—	49	—	—	2	2.0
Douglas DC-6A/6B/6C	19	—	34	—	61	—	—	2	0.9
TOTAL	30	—	52	—	110	—	—	4	1.5
Gleneagle Helicopters									
Bell 212 Twin	16	432	—	93	—	2 292	87	..	..
Guernsey Airlines									
Vickers Viscount 700	20	28	—	60	—	905	756	1	1.0
Haywards Aviation									
Britten-Norman Islander	6	39	—	33	—	260	41	1	3.0
Piper PA23 Aztec (and Apache)	3	19	—	13	—	53	9	1	0.6
TOTAL	9	58	—	46	—	313	50	2	1.8
Intra Airways									
DC3 Dakota/Pionair	12	28	39	26	38	506	118	2	1.5
Vickers Viscount 700D/800/810	60	105	24	131	36	4 509	2 535	3	5.1
TOTAL	72	133	63	157	74	5 015	2 653	5	3.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
Invicta International Airlines									
Bristol Britannia 300	65	—	57	—	154	—	—	2	1.5
Laker Airways									
BAC 111-300/400	729	402	—	1 208	—	29 823	52 040	5	11.3
McDonnell-Douglas DC10-10	2 052	371	—	2 643	—	70 404	486 730	6	17.6
Boeing 707-320C/336	524	174	—	1 052	—	18 802	75 560	2	11.4
TOTAL	3 304	947	—	4 903	—	119 029	614 330	13	14.1
Loganair									
Britten-Norman Trislander	98	631	—	516	—	4 705	700	7	2.1
Britten-Norman Islander	109	1 415	—	510	—	5 267	375	7	2.4
DHC 6 Twin-Otter	161	695	—	762	—	5 713	1 642	6	4.6
Short SD-330	31	196	—	148	—	1 344	237	1	3.4
TOTAL	399	2 937	—	1 936	—	17 029	2 955	21	3.0
Management Aviation									
Sikorsky S58T	9	87	6	41	3	549	51	1	1.1
MBB BO 105	51	1 032	78	245	8	3 096	146	3	3.7
Aerospatiale SA-365 Dauphin	17	148	20	71	3	888	96	1	3.4
TOTAL	77	1 267	104	357	14	4 533	293	5	3.1
Monarch Airlines									
BAC 111-500	419	323	—	741	—	28 457	39 675	3	10.9
Boeing 707-120/120B	216	93	—	275	—	12 524	26 990	1	10.5
Boeing 720/720B	858	461	—	1 268	—	46 788	114 183	5	10.9
TOTAL	1 494	877	—	2 284	—	87 769	180 848	9	10.9
North Scottish Helicopters									
Sikorsky S61N	14	91	—	70	—	834	123	..	..
MBB BO 105	168	2 516	—	840	—	7 548	504	..	..
Aerospatiale SA-365 Dauphin	19	311	—	74	—	1 866	112	..	..
TOTAL	201	2 918	—	984	—	10 248	739	..	..
Pelican Air Transport									
Boeing 707-320C/336	183	—	63	—	250	—	—	1	10.9
Redcoat Air Cargo									
Bristol Britannia 300	147	—	59	—	313	—	—	2	5.3
Scimitar Airlines									
Boeing 707-320C/336	180	—	45	—	416	—	—	2	6.9
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	68	243	—	221	—	—	2 230	2	3.1
Tradewinds Airways									
Canadair CL 44	55	—	27	—	111	—	—	1	4.5
Boeing 707-320C/336	453	—	156	—	627	—	—	3	6.4
TOTAL	508	—	183	—	738	—	—	4	5.8
Transmeridian Air Cargo									
Canadair CL 44	469	—	193	—	928	—	—	7	3.4
McDonnell-Douglas DC8 54F/55	—	—	—	—	—	—	—	2	5.3
TOTAL	469	—	193	—	928	—	—	9	3.6
GRAND TOTAL	54 273	65 859	3 066	93 477	7 917	3 053 083	6 128 072	556	6.5

Operations Subject to Variable Charge by Type of Licence October 1979

Table 32

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	774 891	489 918	114 342	375 576	63.2
Class 2	26 713	12 249	—	12 249	45.8
Class 3	148 655	119 235	—	119 235	80.2
Class 4	10 374	7 995	—	7 995	77.0
Class 5A	7 614	6 928	6 384	544	90.9
Class 6	71 729	44 261	44 261	—	61.7
Class 7	1 956	1 078	87	991	55.1
TOTAL	1 041 931	681 663	165 073	516 592	65.4
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	22 176	15 043	3 288	11 756	67.8
Exempt Services	82 346	39 197	12 253	26 944	47.6
Small Aircraft Operations	1 036	505	8	497	48.7
TOTAL	105 558	54 745	15 548	39 197	51.8
GRAND TOTAL	1 147 489	736 408	180 621	555 789	64.1

Output by Type of Licence and Aircraft Ownership October 1979

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	775 632	624	21 936	798 193
Class 2	26 713	—	—	26 713
Class 3	148 662	406	211	149 278
Class 4	10 374	—	—	10 374
Class 6	71 729	16 878	—	88 608
Class 7	2 244	—	—	2 244
Exempt Services	82 346	12	28	82 386
TOTAL	1 117 699	17 920	22 176	1 157 795
Class 5A	7 614	—	—	7 614
Class 5B	—	—	—	—
TOTAL	7 614	—	—	7 614
GRAND TOTAL	1 125 313	17 920	22 176	1 165 409

Public Transport Air-Taxi Operations

Table 34

	July-September 1979	
	No. Flights	A/C Rev Hours
Aerospatiale Alouette II	2	5·0
Aerospatiale SA-341G Gazelle	2	9·0
Beagle B121 Pup	1	1·1
Beagle 206	90	86·9
Beech 200 Super King Air	359	429·7
Beechcraft B55 Baron	30	33·8
Beechcraft B80 Queen Air	2	0·4
Beechcraft B90 King Air	316	477·0
Bell 47G	1 298	100·7
Bell 206 Jet Ranger	3 863	2 471·3
Bell 212 Twin	30	17·2
Britten-Norman Islander	789	342·2
Britten-Norman Trislander	196	134·0
Cessna 172 Skyhawk	208	221·4
Cessna 206 Super Skywagon	215	79·3
Cessna 310/320	700	580·1
Cessna 401/402/411/414/421	836	942·6
Cessna 404 Titan	410	490·4
Cessna 500 Citation	123	176·7
Dassault M20/F20	128	183·3
DH 104 Dove	32	17·0
DH 114 Heron	12	13·0
DHC 6 Twin-Otter	106	144·1
Ecureil	305	494·7
Embraer Bandeirante	2 279	2 516·0
Enstrom F28A/280	203	228·3
HS 125	2 135	2 414·9
Hughes 269A (300)	194	169·9
Hughes 369 (500)	195	95·4
Jetstream	55	82·8
MBB BO 105	265	163·4
Partenavia P68B Victor	282	267·7
Piper PA23 Aztec (and Apache)	6 414	6 601·8
Piper PA28 (and PA32) Cherokee	71	49·8
Piper PA30/39 Twin Comanche	263	327·8
Piper PA31 Navajo (All Series)	3 764	4 328·1
Piper PA34-200 Seneca	322	290·7
Sikorsky S58T	2	1·4
Sikorsky S61N	3	2·4
Ted Smith Aerostar 601P	99	559·0
Turbo Commander	12	47·0
ALL OPERATORS TOTAL	26 620	25 597·3

This information has been produced from quarterly returns provided by some 117 operators who are in possession of Air Operators Certificates.

Appendix A Definitions—UK Airport Statistics ^(a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics), and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

MOVEMENTS

Aircraft movement	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
Air transport movements	are landings or take-offs of aircraft engaged on the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; charter movements transporting passengers or cargo and air taxi movements are included.
Empty charter positioning movements	are movements by chartered aircraft moving into position for transport flights or returning to base after such flights.
Other commercial movements	are miscellaneous non air transport movements (eg commercial delivery or ferrying empty aircraft and local flights for the Press, survey companies or farmers).
Local pleasure movements	are commercial flights purely for public entertainment purposes ie air experience flights, joy flights at air displays.
Test and training movements	are movements for the purpose of testing aircraft or airport facilities, 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 not included in this category.
Other non-Commercial movements	are non-revenue earning movements by air transport operators or manufacturers 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 movements	are movements for purely non-commercial purposes by private owners or other private aircraft operators, excluding aero-clubs movements. (See below).
Aero-club movements	are movements operated by aero-club members for instruction or pleasure.
Official movements	are movements for official purposes by British or foreign civil Government Departments excluding air transport movements.
Military movements	are movements exclusively for military purposes.

PASSENGERS

Passengers	All revenue and non-revenue passengers on air transport movement flights.
A terminal passenger	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, one at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger.
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.

CARGO

Cargo	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding passengers' and crews' permitted baggage and mail. When related to the activity at 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, diplomatic bags and passengers' and crews' permitted baggage.
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TYPES OF SERVICES

- International services** are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside.
- Domestic services** are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.
- Cabotage** here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands, other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)
- Scheduled services** are those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.
- Non-scheduled or charter services** include all air transport movements other than scheduled services.

Appendix B Definitions—UK Airline Statistics ^(a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics) and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

CLASSES OF LICENCE

- Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
- 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 (not being sole use charters);
- Class 5** authorises substitute charter flights (except exempted operations) or other airlines using UK registered aircraft;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

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 specifications 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 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

- (a) flights to or from a vessel or installation used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of 25 000 kg or more;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

Also exempt from 1 August 1979 are substitute charter flights, on behalf of an operator using British registered aircraft, which do not (a) exceed 20% of the number of journeys authorised or advertised, whichever is the less, by the other operator in that year or period (whichever is shorter); or (b) carry more than 10% of the quantity of cargo authorised in that year or period (whichever is the shorter).

The Authority in pursuance of its powers under paragraph (b) of Section 21 (2) of the said Act may also specify in an instrument published in its Official Record, Series II an exemption for a particular flight or series of flights.

Examples of exempted flights are ambulance flights, air-crew training and test flights, Government charters and helicopters carrying externally suspended loads.

TYPES OF SERVICES

International services are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands.

Domestic services are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

Cabotage	here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics Cabotage is shown under International Services.)
Scheduled services	are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public.
Non-scheduled or charter services	include all air transport flights other than scheduled services.
Inclusive Tour Charter	means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip.
Advance Booking Charter	means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6 or Schedule 7 to Series 1 of the Authority's Official Record.
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.
Separate Fare Charters	are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation, etc.

MEASURES AND THEIR COMPUTATION

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

Aircraft days available	The sum of the number of days each aircraft is available for use. 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 the possession of others or is not available because of government action such as grounding by government regulatory agencies.
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 times ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Aircraft hours flown per day	This is an average per aircraft computed by dividing the actual hours of use by the number of days on which the aircraft is available.
Aircraft kilometres used	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
Cargo (or mail) tonne-kilometres used	A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres are computed in the same way.
Cargo	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
Cargo (or mail) tonnes uplifted	The number of tonnes of revenue cargo uplifted is obtained by counting each tonne of cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey.

Distance flown per passenger	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
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 seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.
Seat-kilometres used	A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers.
Passenger load factor	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
Passengers uplifted	The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual state of that flight.
Payload capacity	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
Payload carried	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
Revenue passengers	Those who pay 25% or more of the normal applicable fare.
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.
Stage flight	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
Tonne	1000 kilogrammes.
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 used	A metric tonne of revenue load carried one kilometre. Tonne-kilometres used 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 used divided by tonne-kilometres available and expressed as a percentage.