

Civil Aviation Authority



CAP 431

CAA Annual Statistics 1979

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ISBN 0 86039 112 4

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Foreword

- 1 CONTENT** *CAA Annual 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.

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
xx	=	not supplied

- 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 Annual Statistics*.
Tonne = 1000 kilogrammes

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	=	0.9072 tonnes
1 long 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 Appendices A and B.

3 ENQUIRIES

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

Civil Aviation Authority
Room T415
CAA House
45-59 Kingsway
London WC2B 6TE
Tel. 01 379 7311 Ext 2504 (Airline Statistics and General Enquiries)
Ext 2519 (Airport 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 OTHER CIVIL AVIATION STATISTICS

- 4.1 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.

- 4.2 Subsequent statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.
- 4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74' (CAP 376), also obtainable from the address given in para. 3.2.
- 4.4 Previous CAA Annual Statistics publications
"Annual Statistics 1973" (CAP 375)
"Annual Statistics 1974/1975" (CAP 386)
"Annual Statistics 1976" (CAP 406)
"Annual Statistics 1977" (CAP 415)
"Annual Statistics 1978" (CAP 424)
- 4.5 Table 3.24 has been compiled from data collected in a series of Origin/Destination surveys carried out by the Authority during the last five years. The results of these surveys have been summarised and published in the following reports:-
CAP 393 — Scottish and Central England Airports
CAP 423 — Other English Provincial Airports

A publication summarising the results of a survey carried out at the London Area Airports during 1978 will be published in Autumn 1980.

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CORRIGENDUM

Table 3.24 1979 Passenger Movements ('000) Between Planning Regions and Airports

Heathrow — South East GLC and London Metropolitan	Delete: 13 746.4 and 68% Insert: 16 805.7 and 72%
Heathrow — All Regions	Delete: 18 870.2 and 45% Insert: 21 929.5 and 49%
Gatwick — South East GLC and London Metropolitan	Delete: 26% Insert: 23%
Gatwick — All Regions	Delete: 19% Insert: 18%
TOTAL — South East GLC and London Metropolitan	Delete: 20 242.8 Insert: 23 302.0
TOTAL — All Regions	Delete: 41 737.5 Insert: 44 796.8

Part I

UK Airlines — Operating, Traffic and Personnel Statistics

Table 1.1

Size Structure of UK Airlines

Years Ending 31 December 1974 and 1979^(a)

	Output in available tonne-km (000 000)	Percentage of all UK tonne-km available
1974		
British Airways Overseas Division	4125	49.81
British Airways European Division	1152	13.91
British Caledonian Airways	840	10.14
Dan Air Services	320	3.86
Laker Airways	297	3.59
Britannia Airways	284	3.43
Trans-Meridian Air Cargo	193	2.33
British Airtours	149	1.80
Tradewinds Airways	142	1.71
Court Line Aviation	140	1.69
Monarch Airlines	128	1.55
British Midland Airways	81	0.98
British Airways — Northeast Airlines	65	0.78
International Aviation Services	62	0.75
British Airways — Cambrian Airways	52	0.63
Invicta International Airlines	51	0.62
British Airways — Channel Islands Airways	49	0.59
Donaldson International Airways	39	0.47
British Airways — Scottish Airways	29	0.35
British Island Airways	28	0.34
British Air Ferries	12	0.14
Others (34 airlines)	44	0.53
1979		
British Airways	7645	59.97
British Caledonian Airways	995	7.80
Laker Airways	750	5.88
Britannia Airways	542	4.25
British Cargo Airlines (b)	486	3.81
Dan Air Services	460	3.61
British Midland Airways	314	2.46
Tradewinds Airways	280	2.20
British Airtours	266	2.09
Monarch Airlines	239	1.87
Trans-Meridian Air Cargo	212	1.66
Scimitar Airlines	96	0.75
Pelican Air Transport	94	0.74
British Island Airways	71	0.56
Air Europe	63	0.49
Air Transcontinental	61	0.48
Air Anglia	47	0.37
Redcoat Air Cargo	29	0.23
Air Bridge Carriers	21	0.16
British Airways Helicopters	12	0.09
Invicta International Airlines	12	0.09
Bristow Helicopters	10	0.08
Others (25 airlines)	44	0.35

(a) Excludes Air Taxi Operations.

(b) Operated as I.A.S. Cargo until August 1979.

Main Output of UK Airlines 1951 - 1979 (a)

Table 1.2

	Total Available tonne-km (000 000)	Percentage growth on prev. year	Scheduled services Available tonne-km (000 000)	Percentage growth on prev. year	Non-scheduled services Available tonne-km (000 000)	Percentage growth on prev. year
1951	..	..	355	19.5	..	..
1952	..	..	395	11.3	..	..
1953	..	..	445	12.7	..	..
1954	..	..	464	4.3	..	..
1955	..	..	575	23.9	..	..
1956	..	..	638	11.0	..	..
1957	..	..	729	14.3	..	..
1958	..	..	824	13.0	..	..
1959	..	..	941	14.2	..	..
1960	..	..	1 191	26.6	..	..
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
1976	9 727	9.0	6 602	10.3	3 125	6.2
1977	10 505	8.0	6 834	3.5	3 671	17.5
1978	11 970	13.9	8 095	18.5	3 875	5.6
1979	12 749	6.5	8 841	9.2	3 909	0.9
Mean rates of growth (percentages)						
1951-55	..		11.9		..	
1956-60	..		16.2		..	
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
1976-79	9.8		11.0		7.5	
Last 20 years	..		10.1		..	
10 years	7.8		7.7		8.0	
5 years	9.6		10.4		8.1	

(a) Excludes Air Taxi Operations

Scheduled Services by UK Airlines 1967 - 1979

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Tonne-km available (000 000)	Total	Mail (000 000)	Tonne-km used Cargo (000 000)	Passenger (000 000)	As percentage of available
All Services									
1967	24 106.1	14 069.3	58.4	3 144.9	1 678.6	64.4	399.6	1 214.6	53.4
1968	25 092.1	14 094.7	56.2	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7
1969	28 245.2	16 237.3	57.5	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0
1970	31 079.8	17 432.1	56.1	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2
1971	34 377.8	18 663.9	54.3	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4
1972	40 659.3	22 169.5	54.5	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6
1973	45 551.5	26 187.2	57.5	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9
1974	44 190.8	25 396.8	57.5	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1
1975	45 922.6	27 554.8	60.0	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4
1976	51 668.2	31 078.1	60.1	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4
1977	53 162.0	31 871.1	60.0	6 833.9	3 928.1	159.0	861.1	2 908.0	57.5
1978	64 170.3	40 441.6	63.0	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2
1979	71 591.1	47 084.8	65.8	8 841.4	5 549.9	178.7	1 070.3	4 300.9	62.8
International Services									
1967	20 916.4	12 127.5	58.0	2 839.6	1 497.0	61.7	376.8	1 058.5	52.7
1968	21 968.2	12 234.1	55.7	2 955.5	1 536.5	67.3	395.5	1 073.7	52.0
1969	25 220.0	14 328.9	56.8	3 455.9	1 844.0	81.0	505.5	1 257.5	53.4
1970	27 912.6	15 440.2	55.3	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6
1971	31 172.4	16 692.2	53.5	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8
1972	37 260.6	20 002.5	53.7	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0
1973	41 825.6	23 745.9	56.8	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6
1974	40 612.0	23 140.8	57.0	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9
1975	42 536.2	25 398.4	59.7	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3
1976	47 845.0	28 751.6	60.1	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5
1977	49 807.4	29 790.0	59.8	6 508.4	3 738.3	156.4	849.9	2 732.0	57.4
1978	60 234.8	37 997.0	63.1	7 714.8	4 651.2	170.2	977.1	3 503.8	60.3
1979	67 224.2	44 320.9	65.9	8 425.0	5 301.2	175.4	1 060.1	4 065.7	62.9
Domestic Services									
1967	3 189.7	1 941.7	60.9	305.3	181.6	2.7	22.8	156.1	59.5
1968	3 123.9	1 860.6	59.6	300.4	178.6	2.7	25.9	150.0	59.5
1969	3 025.1	1 908.4	63.1	292.4	181.7	2.7	25.5	153.5	62.1
1970	3 167.3	1 991.9	62.9	310.4	184.0	2.9	19.8	161.3	59.3
1971	3 205.3	1 971.8	61.5	319.0	182.3	2.5	17.6	162.2	57.1
1972	3 398.8	2 167.0	63.8	344.7	203.8	3.0	21.8	179.0	59.1
1973	3 725.9	2 441.2	65.5	384.7	226.3	3.3	24.7	198.3	58.8
1974	3 578.8	2 256.1	63.0	369.5	213.7	3.0	22.1	188.6	57.8
1975	3 386.4	2 156.4	63.7	344.2	198.8	2.9	14.2	181.8	57.8
1976	3 823.2	2 326.5	60.8	387.8	212.2	2.7	13.7	195.9	54.7
1977	3 354.7	2 081.1	62.0	325.4	189.8	2.6	11.2	175.9	58.3
1978	3 935.5	2 444.6	62.1	379.9	220.8	2.9	11.4	206.5	58.1
1979	4 366.9	2 763.9	63.3	416.4	248.7	3.2	10.2	235.2	59.7

Non-scheduled Services by UK Airlines 1967 - 1979

Table 1.4

By Main Type of Service (a)

	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
1967	871.0	21.7	300.0	7.5	138.1	3.4	432.9	10.8
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.9	34.9	1 119.9	10.7	793.2	7.6	1 757.9	16.7
1978	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.4	16.9
1979	3 909.8	30.7	1 546.4	12.1	352.3	2.8	2 011.1	15.8

(a) Excludes Air Taxi Operations

Load Factors and Distances (b)

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft-km (000)	Stage flights average distance (km)	Average distance per passenger (km)
<i>Inclusive Tours</i>								
1967	3 474.5	2 850.2	82.0	2 351.2	32 725	36 032	1 101	1 212
1968	4 394.5	3 684.8	83.9	2 727.9	34 600	44 177	1 277	1 351
1969	6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.4	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	91 139	1 527	1 582
1977	12 818.9	10 795.7	84.2	6 825.4	64 678	97 398	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 634.5	14 920.6	84.6	8 749.7	80 441	130 798	1 626	1 705
<i>Other Separate Fare and Advance Booking Charters</i>								
1967	1 496.1	1 096.8	73.3	361.5	8 016	13 109	1 635	3 034
1968	1 855.8	1 474.3	79.4	447.0	11 428	14 077	1 232	3 298
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.5	6 785.6	82.9	1 730.5	17 616	41 555	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1979	3 732.5	2 872.1	76.9	1 068.6	10 933	20 786	1 901	2 688

(b) From 1974 Inclusive Tours performed under Class 4 Licences are included with other Separate Fare and Advance Booking Charters

All Scheduled Services 1979

Table 1.5.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km Available (000)	Used (000)	% of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	% of available
Passenger Services														
British Airways	271 566	218 964	435 663	17 180 754	60 913 833	40 954 408	67.2	175 407	7 238 062	4 652 233	166 020	717 381	3 768 824	64.3
British Airways Helicopters	225	3 683	1 226	86 211	6 762	5 259	77.8	135	524	409	2	7	401	78.1
British Caledonian Airways	36 608	39 229	62 063	1 603 981	5 784 305	3 102 078	53.6	26 177	724 340	392 339	7 337	100 788	284 214	54.2
Air Anglia	9 589	29 142	26 605	434 465	461 173	203 727	44.2	1 789	46 537	21 310	—	930	20 380	45.8
Air Ecosse	157	976	520	5 714	2 446	899	36.7	24	186	77	2	2	73	41.1
Air Kent	123	549	452	1 391	1 060	312	29.5	—	79	22	—	—	22	27.9
Air Wales	216	657	771	3 191	2 777	1 167	42.0	2	200	93	—	2	92	46.6
Air Westward	306	717	1 253	3 207	3 152	1 368	43.4	—	264	116	—	—	116	43.9
Aurigny Air Services	1 325	22 653	6 481	229 026	18 522	13 041	70.4	1 056	1 797	1 085	5	51	1 028	60.3
Aviation Beauport	22	374	156	2 095	195	122	62.2	—	17	10	—	—	10	56.0
British Island Airways	7 543	30 895	30 087	761 635	351 022	173 743	49.5	5 618	32 703	16 533	11	1 698	14 824	50.6
British Midland Airways	7 438	24 313	24 321	902 927	555 965	299 264	53.8	2 886	47 077	24 311	24	916	23 371	51.6
Brymon Airways	1 778	7 888	7 833	80 992	45 961	21 874	47.6	32	4 149	1 797	—	8	1 789	43.3
Burnthills Aviation	51	455	305	794	206	90	43.6	—	65	7	—	—	7	10.8
Dan-Air Services	6 155	19 015	18 859	515 960	415 998	211 550	50.9	589	35 313	18 291	—	325	17 967	51.8
Express Air Services CI	12	35	42	808	670	291	43.4	—	59	22	—	—	22	37.1
Haywards Aviation	165	961	786	3 406	1 194	641	53.7	19	170	99	—	3	96	58.1
Intra Airways	466	2 058	1 751	70 377	28 202	20 141	71.4	3	2 373	1 507	—	—	1 506	63.5
Jersey European Airways	36	455	207	2 511	322	193	60.0	—	29	16	—	—	16	54.1
Laker Airways	9 836	1 389	14 572	301 733	2 966 517	2 059 503	69.4	—	300 845	164 760	—	—	164 760	54.8
Loganair	2 282	22 856	11 361	120 123	30 826	15 159	49.2	—	2 810	1 379	—	—	1 379	49.1
TOTAL Passenger Services	355 903	427 264	645 312	22 311 301	71 591 110	47 084 830	65.8	213 738	8 437 599	5 296 413	173 400	822 111	4 300 894	62.8
Cargo Services														
British Airways	14 357	8 591	21 696	—	—	—	—	57 916	334 854	216 374	3 105	213 258	—	64.6
British Caledonian Airways	1 999	1 050	2 908	—	—	—	—	9 931	63 779	34 210	1 897	32 313	—	53.6
Air Freight	290	1 276	1 202	—	—	—	—	3 810	1 289	840	—	840	—	65.2
Air-Bridge Carriers	51	273	204	—	—	—	—	987	362	199	—	199	—	55.0
British Island Airways	757	3 199	2 999	—	—	—	—	7 998	3 488	1 838	255	1 582	—	52.7
TOTAL Cargo Services	17 454	14 389	29 009	—	—	—	—	80 642	403 772	253 461	5 257	248 192	—	62.8
GRAND TOTAL	373 357	441 653	674 321	22 311 301	71 591 110	47 084 830	65.8	294 380	8 841 371	5 549 874	178 657	1 070 303	4 300 894	62.8

International Scheduled Services 1979

Table 1.5.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		% of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	242 396	141 981	357 970	12 527 482	57 901 503	38 980 513	67.3	163 665	6 957 986	4 478 435	165 023	713 914	3 599 492	64.4
British Caledonian Airways	31 522	20 992	47 901	1 004 219	5 368 594	2 852 438	53.1	20 640	682 986	370 259	7 085	99 866	263 308	54.2
Air Anglia	5 809	11 953	13 739	264 557	346 992	143 959	41.5	1 376	35 045	15 181	—	770	14 412	43.3
Air Kent	123	549	452	1 391	1 060	312	29.5	—	79	22	—	—	22	27.9
Air Wales	133	242	425	1 516	2 030	832	41.0	1	141	67	—	2	65	47.3
Air Westward	151	287	594	1 220	1 537	635	41.3	—	127	54	—	—	54	42.3
Aurigny Air Services	1 325	22 653	6 481	229 026	18 522	13 041	70.4	1 056	1 797	1 085	5	51	1 028	60.3
Aviation Beauport	22	374	156	2 095	195	122	62.2	—	17	10	—	—	10	56.0
British Island Airways	4 807	16 691	18 664	367 729	231 305	96 490	41.7	4 246	21 663	9 642	—	1 445	8 197	44.5
British Midland Airways	1 504	3 931	4 966	106 810	109 611	42 342	38.6	511	8 452	3 517	—	208	3 310	41.6
Brymon Airways	351	1 649	1 607	9 217	6 145	2 444	39.8	6	529	201	—	2	200	38.1
Dan-Air Services	3 537	7 855	9 511	219 694	259 637	122 360	47.1	426	22 036	10 650	—	254	10 396	48.3
Haywards Aviation	73	510	340	1 029	498	154	30.8	14	51	13	—	2	11	25.3
Intra Airways	174	1 213	770	31 411	9 730	5 601	57.6	3	833	419	—	0	418	50.2
Jersey European Airways	36	455	207	2 511	322	193	60.0	—	29	16	—	0	16	54.1
Laker Airways	9 836	1 389	14 572	301 733	2 966 517	2 059 503	69.4	—	300 845	164 760	—	0	164 760	54.8
TOTAL Passenger Services	301 801	232 724	478 354	15 071 640	67 224 201	44 320 937	65.9	191 943	8 032 616	5 054 329	172 113	816 515	4 065 697	62.9
Cargo Services														
British Airways	14 020	7 898	20 919	—	—	—	—	52 150	329 382	213 419	3 084	210 325	—	64.8
British Caledonian Airways	1 715	554	2 321	—	—	—	—	6 933	61 456	32 530	218	32 312	—	52.9
Air Freight	290	1 276	1 202	—	—	—	—	3 810	1 289	840	—	840	—	65.2
British Island Airways	47	100	158	—	—	—	—	201	217	95	2	94	—	43.9
TOTAL Cargo Services	16 073	9 828	24 599	—	—	—	—	63 095	392 344	246 885	3 303	243 570	—	62.9
GRAND TOTAL	317 873	242 552	502 954	15 071 640	67 224 201	44 320 937	65.9	255 039	8 424 960	5 301 214	175 416	1 060 085	4 065 697	62.9

Domestic Scheduled Services 1979

Table 1.5.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo & Mail uplifted tonnés	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used		% of available
					Available (000)	Used (000)						Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	29 170	76 983	77 694	4 653 272	3 012 330	1 973 895	65.5	11 743	280 076	173 798	997	3 467	169 332	62.1
British Airways Helicopters	225	3 683	1 226	86 211	6 762	5 259	77.8	135	524	409	2	7	401	78.1
British Caledonian Airways	5 086	18 237	14 162	599 762	415 711	249 640	60.1	5 538	41 354	22 080	252	922	20 906	53.4
Air Anglia	3 780	17 189	12 866	169 908	114 181	59 769	52.3	413	11 492	6 129	—	161	5 968	53.3
Air Ecosse	157	976	520	5 714	2 446	899	36.7	24	186	77	2	2	73	41.1
Air Wales	83	415	346	1 675	747	335	44.8	1	60	27	—	—	27	44.9
Air Westward	156	430	659	1 987	1 615	733	45.4	—	137	62	—	—	62	45.5
British Island Airways	2 735	14 204	11 422	393 906	119 718	77 253	64.5	1 372	11 040	6 891	11	253	6 627	62.4
British Midland Airways	5 934	20 382	19 354	796 117	446 354	256 923	57.6	2 375	38 625	20 794	24	708	20 062	53.8
Brymon Airways	1 427	6 239	6 226	71 775	39 816	19 430	48.8	27	3 621	1 596	—	7	1 589	44.1
Burnthills Aviation	51	455	305	794	206	90	43.6	—	65	7	—	—	7	10.8
Dan-Air Services	2 618	11 160	9 348	296 266	156 360	89 190	57.0	163	13 276	7 641	—	70	7 571	57.6
Express Air Services CI	12	35	42	808	670	291	43.4	—	59	22	—	—	22	37.1
Haywards Aviation	92	451	447	2 377	696	488	70.1	6	119	86	—	1	85	72.0
Intra Airways	293	845	981	38 966	18 471	14 541	78.7	—	1 540	1 088	—	—	1 088	70.7
Loganair	2 282	22 856	11 361	120 123	30 826	15 159	49.2	—	2 810	1 379	—	—	1 379	50.4
TOTAL Passenger Services	54 102	194 540	166 958	7 239 661	4 366 909	2 763 893	63.3	21 794	404 983	242 084	1 287	5 597	235 198	59.8
Cargo Services														
British Airways	337	693	778	—	—	—	—	5 765	5 472	2 955	21	2 933	—	54.0
British Caledonian Airways	283	496	588	—	—	—	—	2 996	2 323	1 680	1 679	—	—	72.3
Air-Bridge Carriers	51	273	204	—	—	—	—	987	362	199	—	199	—	55.0
British Island Airways	710	3 099	2 841	—	—	—	—	7 797	3 271	1 742	254	1 489	—	53.3
TOTAL Cargo Services	1 381	4 561	4 410	—	—	—	—	17 545	11 427	6 576	1 954	4 622	—	57.5
GRAND TOTAL	55 483	199 101	171 368	7 239 661	4 366 909	2 763 893	63.3	39 339	416 410	248 660	3 241	10 218	235 198	59.7

All Non-scheduled Services^(a) 1979

Table 1.6.1

	Stage flights	Aircraft hours	(d) No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	(d) (b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	% of available
British A	2 122	8 476	142 284	454 195	326 851	72.0	10 959	72 190	43 609	375	13 881	29 352	60.4
British A	7 657	23 436	1 111 157	2 929 036	2 253 333	76.9	—	266 438	191 755	—	—	191 755	72.0
British A	3 681	28 209	382 057	122 058	60 231	49.3	2 615	11 930	5 250	—	432	4 818	44.0
British C	1 991	17 491	510 832	806 667	625 720	77.6	17 994	207 331	145 623	1	92 242	53 380	70.2
Air Angl	494	462	1 192	937	385	41.1	—	97	37	—	—	37	38.5
Air Euro	2 967	8 342	321 749	677 755	576 564	85.1	—	63 261	46 115	—	—	46 115	72.9
Air Freig	1 514	1 888	3 310	1 733	1 136	65.5	1 715	2 350	1 178	213	880	85	50.1
Air Kent	6	6	25	12	7	54.6	—	1	1	—	—	1	53.4
Air Ladv	1	2	9	3	2	64.3	—	—	—	—	—	—	43.8
Air Tran	984	2 606	5 723	317 021	214 580	67.7	—	60 543	18 246	15	1 048	17 184	30.1
Air-Brid	2 609	3 799	13 166	14 460	7 903	40.8	12 041	20 390	9 009	38	8 499	472	44.2
Alderney	359	229	1 742	393	212	54.0	—	33	14	—	—	14	41.1
Alldair	2 999	3 457	94 704	66 488	36 577	55.0	337	6 577	3 067	—	297	2 770	46.6
Aurigny	6	6	—	11	4	34.4	—	1	—	—	—	—	35.3
Aviation	300	125	1 312	156	76	48.7	—	14	6	—	—	6	42.9
B.E.A S	48 634	7 561	243 390	12 690	635	44.4	567	1 291	516	—	15	501	40.0
Bristow	42 012	40 653	358 171	120 562	6 170	55.7	2 576	10 214	6 509	—	477	6 032	63.7
Britannia	28 325	78 210	3 224 813	6 378 864	5 640 529	88.4	5	542 446	479 305	—	3	479 302	88.4
British A	1 890	2 687	17 337	18 111	10 133	55.9	1 445	3 601	1 566	—	652	914	43.5
British C	12 318	4 189	16 938	—	—	0.0	48 751	485 590	345 398	97	345 301	—	71.1
British I	5 009	6 288	11 457	200 896	321 818	81.0	5 673	34 933	24 834	472	2 224	22 138	71.1
British Midland Airways	10 190	8 190	16 207	436 123	1 353 856	60.1	4 904	266 619	106 829	—	42 725	64 104	40.1
Dan-Air Services	45 882	38 803	84 597	2 946 750	5 236 335	82.3	1 082	424 732	345 790	60	286	345 444	81.4
Express Air Services CI	582	2 934	2 336	29 314	13 999	58.3	6 945	2 927	1 826	13	1 162	652	62.4
General Aviation Services	305	794	1 365	—	—	—	1 083	1 557	542	5	537	—	34.8
Glennagle Helicopters	69	1 043	383	4 865	808	37.0	16	224	30	—	3	28	13.4
Guernsey Airlines	102	180	308	5 781	803	62.0	9	616	297	—	2	296	48.2
Intra Airways	658	1 507	1 963	42 968	35 245	67.5	1 614	3 929	2 637	—	784	1 853	67.1
Invicta International Airlines	687	602	1 618	—	—	—	3 810	12 387	6 462	—	6 462	—	52.2
Laker Airways	22 908	9 493	33 819	1 033 729	4 606 137	74.2	—	449 606	273 073	—	—	273 073	60.7
Loganair	1 858	7 618	8 136	50 345	26 468	58.1	—	2 442	1 386	—	—	1 386	56.8
Management Aviation	946	15 816	4 681	49 935	5 954	60.3	355	512	308	—	26	283	60.2
Monarch Airlines	15 941	10 002	25 452	1 127 115	2 444 713	80.8	10	238 857	179 031	—	10	179 021	75.0
North Scottish Helicopters	2 291	32 775	11 305	110 480	12 837	63.7	—	920	617	—	—	617	67.1
Pelican Air Transport	2 213	785	3 053	—	—	—	7 424	94 183	66 968	—	66 968	—	71.1
Redcoat Air Cargo	1 702	734	3 649	—	—	—	4 361	29 265	17 498	—	17 498	—	59.8
Scimitar Airlines	2 390	819	3 848	—	—	—	3 971	96 327	75 383	—	75 383	—	78.3
Southern Int-Air Transport	593	2 301	2 050	69 377	41 287	53.2	135	3 835	2 012	—	162	1 849	52.5
Tradewinds Airways	7 256	2 490	11 008	—	—	—	28 755	279 676	157 630	187	157 443	—	56.4
Transmeridian Air Cargo	6 873	2 616	12 774	—	—	—	22 700	212 005	127 975	—	127 975	—	60.4
TOTAL	243 961	338 530	484 592	12 540 651	26 026 745	79.5	191 865	3 909 850	2 688 328	1 475	963 374	1 723 480	68.8
Class 5A Licence TOTAL	5 458	5 888	10 575	228 424	457 064	64.8	N/A	127 283	87 346	111	62 139	25 096	68.6
TOTAL Excludes 5A Licence	238 503	332 642	474 017	12 312 227	25 569 681	79.7	191 865	3 782 567	2 600 982	1 364	901 235	1 698 384	68.8

(a) Excludes Air Taxi Operations.

(b) Does not include cargo and mail uplifted under Class 5 Licences.

(c) Operated as I.A.S. Cargo Airlines until August 1979.

(d) Excludes passengers, cargo and mail uplifted on exempt sub-charter operations

International Non-scheduled Services^(a) 1979

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(d) No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	(d) (b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	% of available
British Airways	3 185	1 961	8 327	139 036	451 428	325 801	72.2	10 953	71 954	43 517	375	13 879	29 262	60.5
British Airtours	15 485	7 657	23 436	1 111 157	2 929 036	2 253 333	76.9	—	266 438	191 755	—	—	191 755	72.0
British Airways Helicopters	5 618	38 496	28 043	381 348	121 343	60 114	49.5	2 610	11 863	5 237	—	431	4 806	44.1
British Caledonian Airways	10 645	6 981	17 480	510 785	806 649	625 710	77.6	17 994	207 330	145 622	1	92 242	53 379	70.2
Air Anglia	45	97	141	269	303	151	49.7	—	32	15	—	—	15	45.8
Air Europe	5 194	2 967	8 342	321 749	677 755	576 564	85.1	—	63 261	46 115	—	—	46 115	72.9
Air Freight	338	1 052	1 288	39	13	7	57.4	958	1 707	867	—	866	1	50.8
Air Kent	1	2	2	2	4	1	12.5	—	—	—	—	—	—	14.3
Air Transcontinental Airlines	1 799	984	2 606	5 723	317 021	214 580	67.7	—	60 543	18 246	15	1 048	17 184	30.1
Air-Bridge Carriers	1 002	1 182	2 493	5 609	9 460	3 735	39.5	6 212	14 979	6 521	—	6 222	299	43.5
Alderney Air Ferries	—	3	1	11	2	1	51.7	—	—	—	—	—	—	14.4
Alidair	411	803	1 277	21 584	25 220	13 046	51.7	50	2 482	1 178	—	197	981	47.5
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—	35.3
Aviation Beauport	17	300	125	1 312	156	76	48.7	—	14	6	—	—	6	42.9
B. E. A. S.	1 134	48 634	7 561	243 390	12 690	5 635	44.4	567	1 291	516	—	15	501	40.0
Bristow Helicopters	6 951	42 012	40 653	358 171	120 562	67 170	55.7	2 576	10 214	6 509	—	477	6 032	63.7
Britannia Airways	49 049	28 325	78 210	3 224 813	6 378 864	5 640 529	88.4	5	542 446	479 305	—	3	479 302	88.4
British Air Ferries	620	1 301	1 960	12 420	12 988	7 455	57.4	952	2 714	1 170	—	490	680	43.1
British Cargo Airlines (c)	12 318	4 189	16 938	—	—	—	—	48 751	485 590	345 398	97	345 301	—	71.1
British Island Airways	4 367	4 914	9 325	194 142	318 091	258 560	81.3	3 372	31 920	23 524	13	1 547	21 964	73.7
British Midland Airways	9 460	5 629	14 190	331 206	1 291 394	780 838	60.5	4 714	260 604	104 213	—	42 673	61 540	40.0
Dan Air Services	41 590	27 776	69 264	2 628 509	5 047 449	4 179 485	82.8	45	408 502	334 411	—	39	334 372	81.9
Express Air Services CI	58	159	173	1 953	4 006	1 484	37.0	14	342	117	—	4	112	34.0
General Aviation Services	219	404	928	—	—	—	—	909	1 218	480	—	480	—	39.4
Gleneagle Helicopters	69	1 043	383	4 865	808	299	37.0	16	224	30	—	3	28	13.4
Guernsey Airlines	90	141	267	5 000	5 419	3 481	64.2	9	545	273	—	2	272	50.2
Intra Airways	309	605	865	26 743	21 266	15 451	72.7	50	1 946	1 240	—	13	1 226	63.7
Invicta International Airlines	687	602	1 618	—	—	—	—	3 810	12 387	6 462	—	6 462	—	52.2
Laker Airways	22 908	9 493	33 819	1 033 729	4 606 137	3 416 663	74.2	—	449 606	273 073	—	—	273 073	60.7
Management Aviation	946	15 816	4 681	49 935	5 954	3 588	60.3	355	512	308	—	26	283	60.2
Monarch Airlines	15 941	10 002	25 452	1 127 115	2 444 713	1 974 449	80.8	10	238 857	179 031	—	10	179 021	75.0
North Scottish Helicopters	2 291	32 775	11 305	110 480	12 837	8 171	63.7	—	920	617	—	—	617	67.1
Pelican Air Transport	2 213	785	3 053	—	—	—	—	7 424	94 183	66 968	—	66 968	—	71.1
Redcoat Air Cargo	1 702	734	3 649	—	—	—	—	4 361	29 265	17 498	—	17 498	—	59.8
Scimitar Airlines	2 390	819	3 848	—	—	—	—	3 971	96 327	75 383	—	75 383	—	78.3
Southern Int-Air Transport	501	1 964	1 726	67 822	37 853	20 926	55.3	5	3 288	1 763	—	5	1 758	53.6
Tradewinds Airways	7 256	2 490	11 008	—	—	—	—	28 755	279 676	157 630	187	157 443	—	56.4
Transmeridian Air Cargo	6 871	2 613	12 769	—	—	—	—	22 648	211 966	127 948	—	127 948	—	60.4
TOTAL	233 680	305 716	447 212	11 918 917	25 659 434	20 457 307	79.7	172 110	3 865 143	2 662 944	688	957 674	1 704 582	68.9
Class 5A Licence TOTAL	5 110	4 506	9 345	194 435	440 688	287 253	65.2	N/A	125 425	86 451	105	61 981	24 365	68.9
TOTAL excludes 5A Licence	228 570	301 210	437 867	11 724 482	25 218 746	20 170 054	80.0	172 110	3 739 718	2 576 493	583	895 693	1 680 217	68.9

(a) Excludes Air Taxi Operations.

(b) Does not include cargo and mail uplifted under Class 5 Licences.

(c) Operated as I.A.S. Cargo Airlines until August 1979.

(d) Excludes passengers, cargo and mail uplifted on exempt sub-charter operations

Domestic Non-scheduled Services^(a) 1979

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(c) No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	(c) (b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	% of available
British Airways	45	161	149	3 248	2 767	1 049	37.9	6	236	92	—	2	90	38.9
British Airtours	—	—	—	—	—	—	—	—	—	—	—	—	—	—
British Airways Helicopters	31	185	165	709	715	117	16.4	4	67	13	—	1	12	19.4
British Caledonian Airways	2	10	11	47	18	10	54.4	—	1	1	—	—	1	53.1
Air Anglia	94	397	322	923	634	235	37.0	—	65	23	—	—	23	34.9
Air Freight	148	462	600	3 271	1 720	129	65.6	757	643	311	213	14	85	48.3
Air Kent	1	4	4	23	8	6	78.8	—	1	1	—	—	1	75.8
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—	43.8
Air-Bridge Carriers	454	1 427	1 306	7 557	5 000	2 168	43.4	5 828	5 412	2 488	38	2 277	173	46.0
Alderney Air Ferries	43	356	227	1 731	391	211	54.0	—	33	14	—	—	14	41.2
Alldair	688	2 196	2 180	73 120	41 268	23 531	57.0	286	4 096	1 889	—	100	1 789	46.1
British Air Ferries	188	589	728	4 917	5 122	2 678	52.3	492	887	396	—	162	233	44.6
British Island Airways	642	1 374	2 132	6 754	3 727	2 033	54.5	2 301	3 013	1 309	459	676	174	43.5
British Midland Airways	730	2 561	2 016	104 917	62 462	32 948	52.7	190	6 016	2 616	—	52	2 564	43.5
Dan-Air Services	4 292	11 027	15 333	318 241	188 886	130 333	69.0	1 036	16 229	11 379	60	247	11 072	70.1
Express Air Services CI	523	2 775	2 163	27 361	9 993	6 672	66.8	6 931	2 585	1 709	13	1 158	539	66.1
General Aviation Services	85	390	437	—	—	—	—	173	339	62	5	57	—	18.3
Guernsey Airlines	12	39	42	781	715	322	45.0	—	72	24	—	—	24	33.5
Intra Airways	349	902	1 098	16 225	13 979	8 355	59.8	1 563	1 984	1 398	—	771	627	70.5
Loganair	1 858	7 618	8 136	50 345	26 468	15 375	58.1	—	2 442	1 386	—	—	1 386	56.8
Southern Int-Air Transport	92	337	324	1 555	3 434	1 040	30.3	130	548	248	—	157	91	45.4
Transmeridian Air Cargo	2	3	5	—	—	—	—	51	40	27	—	27	—	66.9
TOTAL	10 281	32 814	37 380	621 734	367 310	228 215	62.1	19 754	44 706	25 385	787	5 700	18 898	56.8
Class 5A Licence TOTAL	348	1 382	1 230	33 989	16 376	8 939	54.6	N/A	1 858	895	6	158	731	48.2
TOTAL Excludes 5A Licence	9 933	31 432	36 150	587 745	350 934	219 276	62.5	19 754	42 848	24 490	781	5 542	18 167	57.2

(a) Excludes Air Taxi Operations.

(b) Does not include cargo and mail uplifted under Class 5 Licences.

(c) Excludes passengers, cargo and mail uplifted on exempt sub-charter operations

Class 2 Licence Operations 1979

Table 1.7

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of Passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	% of available	Available (000)	Used (000)	% of available
INTERNATIONAL SERVICES											
British Airtours	19	5	25	367	—	3 649	3 487	95.6	332	305	91.9
British Caledonian Airways	45	8	58	1 337	—	8 349	7 532	90.2	812	678	83.4
Laker Airways	6 158	1 158	7 807	230 320	13 555	1 962 665	1 481 735	75.5	197 747	118 263	59.8
TOTAL	6 223	1 171	7 890	232 024	13 555	1 974 663	1 492 755	75.6	198 891	119 245	59.9

Class 3 Licence Operations and other IT Charter Passengers 1979

Table 1.8

Airline Name	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Tonne-km		% of available	No. of passengers uplifted	
					Available (000)	Used (000)		Available (000)	Used (000)		Class 2	Class 4
INTERNATIONAL SERVICES												
British Airways	1 156	800	1 934	63 102	153 981	118 232	76.8	15 342	10 498	68.4	—	—
British Airtours	11 560	6 079	17 724	943 410	2 187 800	1 802 308	82.4	198 883	152 245	76.6	—	23 699
British Caledonian Airways	5 796	4 878	10 363	440 509	665 091	538 457	81.0	62 049	45 804	73.8	—	8 035
Air Europe	5 109	2 909	8 204	316 376	666 880	567 802	85.1	62 254	45 414	73.0	—	—
Aldair	21	24	62	936	1 279	795	62.1	128	56	43.5	—	—
Britannia Airways	47 412	26 281	75 396	3 030 925	6 166 482	5 475 486	88.8	524 377	465 348	88.7	—	—
British Island Airways	3 333	2 475	5 848	177 934	295 205	243 066	82.3	26 549	20 660	77.8	—	—
British Midland Airways	349	282	802	16 325	26 733	21 013	78.6	2 244	1 640	73.1	—	—
Dan-Air Services	32 828	22 816	54 877	2 221 124	3 985 078	3 347 530	84.0	322 684	267 784	83.0	—	318
Express Air Services CI	3	2	7	146	203	203	100.0	17	15	91.7	—	—
Guernsey Airlines	60	57	165	2 513	3 617	2 514	69.5	362	191	52.8	—	—
Intra Airways	87	162	256	8 357	6 102	4 729	77.5	505	354	70.0	—	—
Laker Airways	10 258	5 689	15 734	601 471	1 454 824	1 132 084	77.8	134 083	90 571	67.5	—	—
Monarch Airlines	12 663	7 431	19 821	913 982	2 012 186	1 659 236	82.5	196 200	150 452	76.7	—	13 926
TOTAL International Services	130 635	79 885	211 193	8 737 110	17 625 462	14 913 457	84.6	1 545 674	1 251 032	80.9	—	45 978
DOMESTIC SERVICES												
Alderney Air Ferries	43	352	224	1 709	386	208	53.9	33	13	41.0	—	18
British Air Ferries	8	24	31	996	385	333	86.5	35	30	85.8	—	—
British Island Airways	2	6	6	286	114	87	76.0	10	7	71.0	—	128
Dan-Air Services	12	19	25	1 498	1 025	960	93.6	82	77	93.3	—	—
Guernsey Airlines	1	4	4	159	50	30	59.5	5	2	44.2	—	—
Intra Airways	97	151	256	7 961	7 086	5 498	77.6	583	411	70.5	—	—
TOTAL Domestic Services	163	556	545	12 609	9 046	7 115	78.6	748	541	72.3	—	146
GRAND TOTAL	130 798	80 441	211 738	8 749 719	17 634 509	14 920 572	84.6	1 546 422	1 251 572	80.9	—	46 124

All Class 4 Licence Operations 1979

Table 1.9.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	169	144	294	—	11 458	28 271	22 078	78.1	2 979	2 043	68.6
British Airtours	678	377	1 051	23 699	28 019	127 442	102 553	80.5	11 694	8 933	76.4
British Caledonian Airways	552	685	1 096	8 035	45 361	63 857	44 402	69.5	6 033	3 774	62.5
Air Europe	23	26	44	—	2 724	3 046	2 454	80.6	288	196	68.1
Alderney Air Ferries	0	2	2	18	—	2	2	100.0	—	—	100.0
Alidair	49	82	133	—	4 350	2 964	2 411	81.4	296	184	61.9
Britannia Airways	248	155	406	—	15 129	32 053	25 036	78.1	2 729	2 129	78.0
British Island Airways	124	113	238	128	6 755	10 733	8 252	76.9	966	701	72.6
British Midland Airways	44	69	118	—	5 428	3 183	2 955	92.9	253	231	91.5
Dan-Air Services	7 537	3 991	11 984	318	348 532	931 755	743 528	79.8	75 303	59 504	79.0
Express Air Services CI	3	7	10	—	392	209	196	93.8	17	15	84.2
Guernsey Airlines	2	5	7	—	234	123	98	79.2	12	7	59.3
Intra Airways	196	420	578	—	20 273	14 082	10 381	73.7	1 159	776	67.0
Laker Airways	2 179	1 517	3 946	—	98 755	193 955	148 557	76.6	17 434	11 930	68.4
Monarch Airlines	2 773	2 173	4 848	13 926	189 477	349 026	269 115	77.1	34 525	24 406	70.7
TOTAL	14 578	9 766	24 755	46 124	776 887	1 760 702	1 382 017	78.5	153 690	114 830	74.7

International Class 4 Licence Operations 1979

Table 1.9.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	169	144	294	—	11 458	28 271	22 078	78.1	2 979	2 043	68.6
British Airtours	678	377	1 051	23 699	28 019	127 442	102 553	80.5	11 694	8 933	76.4
British Caledonian Airways	552	685	1 096	8 035	45 361	63 857	44 402	69.5	6 033	3 774	62.5
Air Europe	23	26	44	—	2 724	3 046	2 454	80.6	288	196	68.1
Alidair	43	66	115	—	3 691	2 655	2 185	82.3	266	167	62.7
Britannia Airways	248	155	406	—	15 129	32 053	25 036	78.1	2 729	2 129	78.0
British Island Airways	118	94	219	—	5 899	10 241	7 908	77.2	921	672	72.9
British Midland Airways	29	34	77	—	2 852	2 131	1 907	89.5	169	149	88.3
Dan-Air Services	7 531	3 964	11 961	318	346 812	931 317	743 118	79.8	75 266	59 469	79.0
Express Air Services CI	2	4	8	—	285	178	174	97.6	15	13	88.8
Guernsey Airlines	2	5	7	—	234	123	98	79.2	12	7	59.3
Intra Airways	166	296	473	—	14 526	12 026	8 660	72.0	989	648	65.4
Laker Airways	2 179	1 517	3 946	—	98 755	193 955	148 557	76.6	17 434	11 930	68.4
Monarch Airlines	2 773	2 173	4 848	13 926	189 477	349 026	269 115	77.1	34 525	24 406	70.7
TOTAL	14 515	9 540	24 543	45 978	765 222	1 756 323	1 378 244	78.5	153 320	114 536	74.7

Domestic Class 4 Licence Operations 1979

Table 1.9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Alderney Air Ferries	—	2	2	18	—	2	2	100.0	—	—	100.0
Alidair	5	16	18	—	659	309	226	73.2	31	17	55.2
British Island Airways	6	19	20	128	856	492	344	70.0	45	29	65.5
British Midland Airways	14	35	41	—	2 576	1 052	1 048	99.7	84	82	97.8
Dan-Air Services	6	27	24	—	1 720	439	410	93.3	37	35	93.4
Express Air Services CI	1	3	2	—	107	30	22	71.3	3	2	60.0
Intra Airways	30	124	105	—	5 747	2 056	1 721	83.7	170	129	75.8
TOTAL	63	226	211	146	11 665	4 380	3 773	86.1	370	294	79.5

All Class 6 Licence Operations 1979

Table 1.10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		% of available
							Mail (000)	Cargo (000)	
British Airways	111	98	305	1 173	1 876	1 398	—	1 398	74.5
British Caledonian Airways	2 611	724	3 568	10 640	86 926	60 955	—	60 954	70.1
Air Freight	173	671	703	1 630	846	432	212	219	51.0
Air-Bridge Carriers	1 155	1 966	3 123	11 742	17 594	7 773	30	7 742	44.2
British Air Ferries	106	282	449	737	758	297	—	297	39.2
British Cargo Airlines (a)	8 758	2 948	11 949	38 099	345 463	260 650	96	260 553	75.5
British Island Airways	530	1 380	1 972	3 061	2 443	1 178	7	1 169	48.2
Dan-Air Services	69	275	260	374	306	92	60	29	30.1
Express Air Services CI	264	1 572	1 125	5 700	1 372	954	—	954	69.6
General Aviation Services	125	287	510	737	916	349	—	349	38.1
Invicta International Airlines	603	559	1 435	3 670	9 991	4 905	—	4 904	49.1
Pelican Air Transport	1 829	618	2 474	7 021	76 807	54 505	—	54 504	71.0
Redcoat Air Cargo	1 697	732	3 639	4 361	29 169	17 447	—	17 446	59.8
Scimitar Airlines	725	294	1 042	3 971	29 801	21 336	—	21 335	71.6
Southern Int-Air Transport	21	38	62	130	137	73	—	72	53.4
Tradewinds Airways	6 414	2 271	9 845	28 152	244 628	136 127	—	136 127	55.6
Transmeridian Air Cargo	5 153	1 910	9 256	20 070	166 110	106 535	—	106 535	64.1
TOTAL	30 345	16 625	51 715	141 266	1 015 141	675 005	407	674 595	66.5

(a) Operated as I.A.S. Cargo Airlines until August 1979.

International Class 6 Licence Operations 1979

Table 1.10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		% of available
							Mail (000)	Cargo (000)	
British Airways	111	98	305	1 173	1 876	1 398	—	1 398	74.5
British Caledonian Airways	2 611	724	3 568	10 640	86 926	60 955	—	60 954	70.1
Air Freight	85	379	384	900	376	219	—	219	58.3
Air-Bridge Carriers	814	927	2 093	6 213	13 178	5 728	—	5 728	43.5
British Air Ferries	62	113	271	373	524	197	—	197	37.7
British Cargo Airlines (a)	8 758	2 948	11 949	38 099	345 463	260 650	96	260 553	75.5
British Island Airways	481	1 295	1 814	2 886	2 217	1 077	7	1 069	48.6
Dan-Air Services	17	23	61	22	74	19	—	16	26.0
Express Air Services CI	1	3	5	11	7	4	—	4	60.4
General Aviation Services	109	216	432	648	828	325	—	325	39.2
Invicta International Airlines	603	559	1 435	3 670	9 991	4 905	—	4 904	49.1
Pelican Air Transport	1 829	618	2 474	7 021	76 807	54 505	—	54 504	71.0
Redcoat Air Cargo	1 697	732	3 639	4 361	29 169	17 447	—	17 446	59.8
Scimitar Airlines	725	294	1 042	3 971	29 801	21 336	—	21 335	71.6
Tradewinds Airways	6 414	2 271	9 845	28 152	244 628	136 127	—	136 127	55.6
Transmeridian Air Cargo	5 153	1 910	9 256	20 070	166 110	106 535	—	106 535	64.1
TOTAL	29 471	13 110	48 570	128 209	1 007 973	671 428	105	671 320	66.6

(a) Operated as I.A.S. Cargo Airlines until August 1979.

Domestic Class 6 Licence Operations 1979

Table 1.10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo & Mail uplifted tonnes	Tonne-km Available (000)	Total (000)	Tonne-km used		% of available
							Mail (000)	Cargo (000)	
Air Freight	88	292	319	730	471	213	212	—	45.2
Air-Bridge Carriers	340	1 039	1 030	5 529	4 416	2 045	30	2 014	46.3
British Air Ferries	44	169	178	364	234	100	—	99	42.6
British Island Airways	49	85	158	175	226	101	—	100	44.6
Dan-Air Services	52	252	200	353	232	73	60	12	31.4
Express Air Services CI	262	1 569	1 121	5 689	1 365	950	—	950	69.6
General Aviation Services	16	71	78	88	88	24	—	24	27.3
Southern Int-Air Transport	21	38	62	130	137	73	—	72	53.4
TOTAL	874	3 515	3 145	13 058	7 169	3 578	302	3 275	49.9

All Class 7 Licence Operations 1979

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Tonne-km used		Passengers (000)	% of available
					Available (000)	Used (000)				Total (000)	Cargo (000)		
British Airways	30	17	49	696	3 542	1 688	47.7	—	426	158	—	158	37.1
British Airways Helicopters	5 649	38 673	28 207	381 973	122 057	60 231	49.3	2 615	11 930	5 250	432	4 818	44.0
British Caledonian Airways	16	3	20	60	2 999	476	15.9	—	441	38	—	38	8.6
B.E.A.S.	1 134	48 634	7 561	243 390	12 690	5 635	44.4	568	1 291	516	15	501	40.0
Bristow Helicopters	6 951	42 012	40 653	358 171	120 562	67 170	55.7	2 577	10 214	6 509	477	6 032	63.7
Gleneagle Helicopters	69	1 043	383	4 865	808	299	37.0	16	224	30	3	28	13.4
Management Aviation	946	15 816	4 681	49 935	5 954	3 588	60.3	356	512	308	26	283	60.2
North Scottish Helicopters	2 291	32 775	11 305	110 480	12 837	8 171	63.7	—	920	617	—	617	67.1
Tradewinds Airways	6	2	9	—	—	—	—	33	266	187	187	—	70.4
TOTAL	17 092	178 975	92 868	1 149 570	281 448	147 258	52.3	6 163	26 224	13 613	1 139	12 474	51.9

International Class 7 Licence Operations 1979

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Tonne-km used		Passengers (000)	% of available
					Available (000)	Used (000)				Total (000)	Cargo (000)		
British Airways	29	14	47	541	3 479	1 657	47.6	—	420	156	—	156	37.1
British Airways Helicopters	5 618	38 496	28 043	381 348	121 343	60 114	49.5	2 611	11 863	5 237	431	4 806	44.1
British Caledonian Airways	16	3	20	60	2 999	476	15.9	—	441	38	—	38	8.6
B.E.A.S.	1 134	48 634	7 561	243 390	12 690	5 635	44.4	568	1 291	516	15	501	40.0
Bristow Helicopters	6 951	42 012	40 653	358 171	120 562	67 170	55.7	2 577	10 214	6 509	477	6 032	63.7
Gleneagle Helicopters	69	1 043	383	4 865	808	299	37.0	16	224	30	3	28	13.4
Management Aviation	946	15 816	4 681	49 935	5 954	3 588	60.3	356	512	308	26	283	60.2
North Scottish Helicopters	2 291	32 775	11 305	110 480	12 837	8 171	63.7	—	920	617	—	617	67.1
Tradewinds Airways	6	2	9	—	—	—	—	33	266	187	187	—	70.4
TOTAL	17 060	178 795	92 702	1 148 790	280 671	147 110	52.4	6 159	26 151	13 598	1 138	12 460	52.0

Domestic Class 7 Licence Operations 1979

Table 1.11.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Tonne-km used		Passengers (000)	% of available
					Available (000)	Used (000)				Total (000)	Cargo (000)		
British Airways	1	3	2	155	63	32	50.5	—	6	3	—	3	42.4
British Airways Helicopters	31	177	164	625	714	117	16.4	5	67	13	1	12	19.4
TOTAL	32	180	166	780	777	149	19.2	5	73	16	1	15	21.9

All Exempt Operations^{(a) (b)} 1979

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of Passengers uplifted	Seat-km Available (000)	Used (000)	% of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used Mail (000)	Cargo (000)	Passengers (000)	% of available
British Airways	1 375	948	5 371	57 400	196 535	145 132	73.8	9 786	41 991	24 873	361	11 113	13 398	59.2
British Airtours	1 367	507	1 942	36 793	258 316	133 302	51.6	—	23 508	11 599	—	—	11 599	49.3
British Airways Helicopters	—	8	1	84	1	—	32.8	—	—	—	—	—	—	100.0
British Caledonian Airways	1 172	530	1 751	10 018	36 074	17 201	47.7	7 355	38 392	24 975	—	23 476	1 499	65.1
Air Anglia	139	494	462	1 192	937	385	41.1	—	97	37	—	—	37	38.5
Air Europe	22	11	34	368	2 853	1 958	68.6	—	270	157	—	—	157	58.0
Air Freight	198	535	752	3 310	1 733	1 136	65.5	85	936	461	2	374	85	49.3
Air Kent	2	6	2	25	12	7	54.6	—	1	1	—	—	1	53.4
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—	43.8
Air Transcontinental Airlines	1 565	922	2 275	—	281 654	192 403	68.3	—	54 651	16 174	—	768	15 407	29.6
Air-Bridge Carriers	73	139	196	—	—	—	—	300	1 121	500	—	500	—	44.6
Alderney Air Ferries	—	5	3	15	4	2	34.7	—	—	—	—	—	—	21.8
Alidair	874	2 482	2 714	78 907	52 332	29 227	55.8	337	5 202	2 342	—	136	2 206	45.0
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—	35.3
Britannia Airways	906	1 476	1 655	153 271	117 740	93 572	79.5	6	10 016	7 954	—	3	7 951	79.4
British Air Ferries	663	1 500	2 105	14 793	16 963	9 381	55.3	709	2 672	1 164	—	321	843	43.6
British Cargo Airlines (c)	2 041	809	2 797	—	—	—	—	10 654	78 381	46 211	—	46 211	—	59.0
British Island Airways	826	1 788	2 740	12 693	10 877	7 745	71.2	2 613	3 997	1 879	468	756	655	47.0
British Midland Airways	4 952	5 080	8 131	157 508	613 519	370 674	60.4	4 905	117 642	51 996	3	22 974	29 018	44.2
Dan-Air Services	5 151	11 452	16 909	359 469	286 652	195 800	68.3	708	23 908	16 564	—	251	16 313	69.3
Express Air Services CI	164	745	631	8 450	5 846	2 850	48.8	1 246	860	450	54	166	230	52.3
General Aviation Services	127	257	577	—	—	—	—	347	448	171	—	171	—	38.1
Guernsey Airlines	39	114	133	2 875	2 343	1 162	49.6	10	237	97	—	2	96	40.8
Intra Airways	241	697	809	3 551	6 208	2 031	32.7	1 614	1 367	936	—	784	152	68.4
Invicta International Airlines	56	27	122	—	—	—	—	140	922	555	—	555	—	60.2
Laker Airways	2 275	573	3 339	31 516	561 583	392 551	69.9	—	56 718	31 449	—	—	31 449	55.4
Loganair	1 858	7 618	8 137	50 345	26 468	15 375	58.1	—	2 442	1 386	—	—	1 386	56.8
Monarch Airlines	414	322	631	4 403	69 907	37 264	53.3	11	6 806	3 381	—	10	3 371	49.7
Pelican Air Transport	269	89	368	—	—	—	—	404	11 284	8 588	—	8 588	—	76.1
Scimitar Airlines	275	109	384	—	—	—	—	—	10 747	9 527	—	9 527	—	88.6
Southern Int-Air Transport	207	643	681	2 587	13 045	5 687	43.6	6	1 126	573	—	89	483	50.9
Tradewinds Airways	238	94	342	—	—	—	—	571	9 835	5 456	—	5 456	—	55.5
Transmeridian Air Cargo	1 457	611	3 005	—	—	—	—	2 631	38 812	17 035	—	17 035	—	43.9
TOTAL	28 947	40 598	69 010	989 582	2 561 616	1 654 850	64.6	44 436	544 390	286 487	888	149 264	136 335	52.6

(a) Excludes Air Taxi Operations.

(b) From August 1979 this table includes exempt sub charter operations (see notes at the foot of tables 1.13.1 and 1.13.2). However, the numbers of passengers, cargo tonnes and mail tonnes uplifted on this type of operation are not available and are therefore excluded from this table.

(c) Operated as I.A.S. Cargo Airlines until August 1979.

International Exempt Operations^{(a) (b)} 1979

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km		% of available	(b) Cargo & Mail uplifted tonnes	Tonnes-km available (000)	Total (000)	Tonne-km used		Passengers (000)	% of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	1 330	790	5 225	54 307	193 831	144 114	74.4	9 780	41 761	24 783	361	11 111	13 311	59.3
British Airtours	1 367	507	1 942	36 793	258 316	133 302	51.6	—	23 508	11 599	—	—	11 599	49.3
British Caledonian Airways	1 170	520	1 740	9 971	36 056	17 191	47.7	7 355	38 390	24 974	—	23 476	1 498	65.1
Air Anglia	45	97	141	269	303	151	49.7	—	32	15	—	—	15	45.8
Air Europe	22	11	34	368	2 853	1 958	68.6	—	270	157	—	—	157	58.0
Air Freight	138	365	471	39	13	7	57.4	58	763	362	—	362	1	47.5
Air Kent	1	2	2	2	4	1	12.5	—	—	—	—	—	—	14.3
Air Transcontinental Airlines	1 565	922	2 275	—	281 654	192 403	68.3	—	54 651	16 174	—	768	15 407	29.6
Air-Bridge Carriers	46	36	93	—	—	—	—	—	796	364	—	364	—	45.7
Alderney Air Ferries	—	3	1	11	2	1	51.7	—	—	—	—	—	—	14.4
Alidair	198	320	577	7 154	11 864	6 247	52.7	51	1 186	503	—	42	461	42.4
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—	35.3
Britannia Airways	906	1 476	1 655	153 271	117 740	93 572	79.5	6	10 016	7 954	—	3	7 951	79.4
British Air Ferries	537	1 134	1 627	11 706	12 576	7 295	58.0	580	2 109	933	—	269	664	44.2
British Cargo Airlines (c)	2 041	809	2 797	—	—	—	—	10 654	78 381	46 211	—	46 211	—	59.0
British Island Airways	268	621	898	9 821	9 519	6 989	73.4	486	1 427	781	4	186	592	54.7
British Midland Airways	4 236	2 555	6 156	55 233	552 128	338 790	61.4	4 715	111 712	49 463	—	22 925	26 538	44.3
Dan-Air Services	937	738	1 845	44 938	100 079	67 070	67.0	24	8 057	5 388	—	17	5 371	66.9
Express Air Services CI	52	150	154	1 522	3 624	1 107	30.5	4	304	84	—	—	84	27.7
General Aviation Services	105	182	469	—	—	—	—	262	372	147	—	147	—	39.5
Guernsey Airlines	28	79	95	2 253	1 678	869	51.8	10	171	75	—	2	74	44.0
Intra Airways	26	94	89	1 619	1 466	942	64.2	51	145	84	—	13	70	57.6
Invicta International Airlines	56	27	122	—	—	—	—	140	922	555	—	555	—	60.2
Laker Airways	2 275	573	3 339	31 516	561 583	392 551	69.9	—	56 718	31 449	—	—	31 449	55.4
Monarch Airlines	414	322	631	4 403	69 907	37 264	53.3	11	6 806	3 381	—	10	3 371	49.7
Pelican Air Transport	269	89	368	—	—	—	—	404	11 284	8 588	—	8 588	—	76.1
Scimitar Airlines	275	109	384	—	—	—	—	—	10 747	9 527	—	9 527	—	88.6
Southern Int-Air Transport	144	404	450	1 841	10 200	4 785	46.9	6	763	412	—	5	407	54.1
Tradewinds Airways	238	94	342	—	—	—	—	571	9 835	5 456	—	5 456	—	55.5
Transmeridian Air Cargo	1 455	608	3 000	—	—	—	—	2 579	38 773	17 008	—	17 008	—	43.9
TOTAL	20 145	13 643	36 926	427 037	2 225 407	1 446 611	65.0	37 743	509 901	266 425	365	147 043	119 017	52.3

(a) Excludes Air Taxi Operations.

(b) From August 1979 this table includes exempt sub charter operations (see notes at the foot of tables 1.13.1 and 1.13.2). However, the numbers of passengers, cargo tonnes and mail tonnes uplifted on this type of operation are not available and are therefore excluded from this table.

(c) Operated as I.A.S. Cargo Airlines until August 1979.

Domestic Exempt Operations^{(a) (b)} 1979

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	(b) No. of passengers uplifted	Seat-km Available (000)	Used (000)	% of available	(b) Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)	% of available
British Airways	45	158	147	3 093	2 704	1 018	37.6	6	230	89	—	2	88	38.8
British Airways Helicopters	—	8	1	84	1	—	32.8	—	—	—	—	—	—	100.0
British Caledonian Airways	2	10	11	47	18	10	54.4	—	1	1	—	—	1	53.1
Air Anglia	94	397	322	923	634	235	37.0	—	65	23	—	—	23	34.9
Air Freight	60	170	282	3 271	1 720	1 129	65.6	27	173	99	2	12	85	57.0
Air Kent	1	4	4	23	8	6	78.8	—	1	1	—	—	1	75.8
Air Ladvale	—	1	2	9	3	2	64.3	—	—	—	—	—	—	43.8
Air-Bridge Carriers	27	103	103	—	—	—	—	300	325	137	—	137	—	42.0
Alderney Air Ferries	—	2	2	4	3	1	22.2	—	—	—	—	—	—	28.6
Alidair	676	2 162	2 137	71 753	40 468	22 980	56.8	287	4 016	1 839	—	94	1 745	45.8
British Air Ferries	126	366	478	3 087	4 387	2 087	47.6	129	563	232	—	53	179	41.2
British Island Airways	558	1 167	1 842	2 872	1 358	756	55.7	2 126	2 569	1 098	464	570	64	42.7
British Midland Airways	716	2 525	1 974	102 275	61 392	31 884	51.9	190	5 930	2 532	3	49	2 481	42.7
Dan-Air Services	4 214	10 714	15 064	314 531	186 573	128 730	69.0	684	15 851	11 176	—	234	10 942	70.5
Express Air Services CI	112	595	477	6 928	2 221	1 744	78.5	1 242	556	366	54	166	146	65.8
General Aviation Services	22	75	108	—	—	—	—	85	76	24	—	24	—	31.5
Guernsey Airlines	11	35	38	622	665	292	44.0	—	67	22	—	—	22	32.7
Intra Airways	215	603	720	1 932	4 742	1 089	23.0	1 564	1 222	852	—	771	81	69.7
Loganair	1 858	7 618	8 137	50 345	26 468	15 375	58.1	—	2 442	1 386	—	—	1 386	56.8
Southern Int-Air Transport	64	239	232	746	2 845	902	31.7	—	363	160	—	84	76	44.2
Transmeridian Air Cargo	2	3	5	—	—	—	—	52	40	27	—	27	—	66.9
TOTAL	8 802	26 955	32 083	562 545	336 209	208 239	61.9	6 692	34 489	20 062	523	2 221	17 318	58.2

(a) Excludes Air Taxi Operations.

(b) From August 1979 this table includes exempt sub charter operations (see notes at the foot of tables 1.13.1 and 1.13.2) However, the numbers of passengers, cargo tonnes and mail tonnes uplifted on this type of operation are not available and are therefore excluded from this table.

Class 5 Operations for UK Operators^(a) 1979

Table 1.13.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo & Mail uplifted tonnes	available (000)	Total (000)	Tonne-km used		Passengers (000)	% of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	389	113	521	9 535	71 824	39 694	55.3	..	9 573	4 636	90	1 294	3 252	48.4
British Airtours	877	334	1 267	42 501	165 823	113 019	68.2	..	15 093	9 983	—	—	9 983	66.1
British Caledonian Airways	144	56	203	1 793	5 353	3 541	66.1	..	4 019	3 120	—	2 803	317	77.6
Air Europe	39	21	60	2 281	4 977	4 350	87.4	..	449	348	—	—	348	77.5
Air Freight	45	111	155	—	—	—	—	..	233	109	—	109	—	46.8
Air Transcontinental Airlines	234	62	331	5 723	35 367	22 177	62.7	..	5 892	2 072	15	280	1 777	35.2
Air-Bridge Carriers	229	504	481	13 166	14 460	5 903	40.8	..	1 675	736	1	263	472	43.9
Alidair	155	411	548	10 511	9 913	4 144	41.8	..	951	486	—	161	325	51.1
Aviation Beauport	17	300	125	1 312	156	76	48.7	..	14	6	—	—	6	42.9
Britannia Airways	482	413	753	25 488	62 589	46 435	74.2	..	5 325	3 874	—	—	3 874	72.8
British Air Ferries	31	84	102	1 548	695	419	60.3	..	135	74	—	34	40	54.8
British Cargo Airlines (b)	12	3	15	—	—	—	—	..	444	282	—	282	—	63.5
British Island Airways	36	112	127	3 100	2 681	1 443	53.8	..	246	139	—	24	115	56.5
British Midland Airways	2	6	8	383	189	164	86.8	..	17	15	—	—	15	88.2
Dan-Air Services	229	153	399	11 567	26 178	18 629	71.2	..	2 087	1 493	—	3	1 490	71.5
Express Air Services Cl	148	608	564	20 326	7 741	4 907	63.4	..	661	392	—	—	392	59.3
General Aviation Services	52	250	278	—	—	—	—	..	193	22	5	17	—	11.4
Intra Airways	37	77	65	2 826	1 767	1 167	66.0	..	315	161	—	—	161	51.1
Invicta International Airlines	26	15	56	—	—	—	—	..	1 439	968	—	968	—	67.3
Laker Airways	52	32	77	5 606	10 611	7 890	74.4	..	1 052	630	—	—	630	59.9
Monarch Airlines	59	54	103	3 968	8 498	5 955	70.1	..	829	533	—	—	533	64.3
Pelican Air Transport	73	68	153	—	—	—	—	..	4 219	2 753	—	2 753	—	65.3
Redcoat Air Cargo	5	2	11	—	—	—	—	..	96	51	—	51	—	53.1
Scimitar Airlines	1 389	416	2 423	—	—	—	—	..	55 779	44 521	—	44 521	—	79.8
Southern Int-Air Transport	364	1 620	1 307	66 790	28 242	16 279	57.6	..	2 573	1 366	—	—	1 366	53.1
Tradewinds Airways	332	63	445	—	—	—	—	..	13 974	8 576	—	8 576	—	61.4
TOTAL	5 458	5 888	10 575	228 424	457 064	296 192	64.8	..	127 283	87 346	111	62 139	25 096	68.6

(a) With effect from August 1979 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 20% of the cargo authorised, are reported as exempt operations.

(b) Operated as IAS Cargo Airlines until August 1979.

Class 5 Operations for Non-UK Operators^(a) 1979

Table 1.13.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	% of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)		
British Airways	1	2	2	93	42	27	64.3	..	3	2	—	—	2	66.7
British Airtours	1 000	359	1 447	36 368	188 831	101 327	53.7	..	17 185	8 923	—	—	8 923	51.9
British Caledonian Airways	311	107	433	3 719	24 945	14 111	56.6	..	8 660	6 279	—	5 009	1 270	72.5
Air Freight	70	197	278	—	—	—	—	..	335	176	—	176	—	52.5
British Cargo Airlines (b)	1 506	429	2 177	—	—	—	—	..	61 303	38 254	—	38 254	—	62.4
British Island Airways	158	414	526	—	—	—	—	..	722	270	2	268	—	37.4
British Midland Airways	4 844	2 753	7 148	256 479	710 231	418 980	59.0	..	146 464	52 947	—	19 748	33 199	36.2
Dan-Air Services	56	97	143	4 195	4 433	3 343	75.4	..	362	276	—	2	274	76.2
Invicta International Airlines	2	1	5	—	—	—	—	..	35	34	—	34	—	97.1
Laker Airways	1 986	524	2 916	52 506	422 500	253 846	60.1	..	42 572	20 230	—	—	20 230	47.5
Monarch Airlines	31	22	49	1 359	5 096	2 879	56.5	..	496	260	—	—	260	52.4
Pelican Air Transport	43	10	58	—	—	—	—	..	1 873	1 122	—	1 122	—	59.9
Tradewinds Airways	265	60	367	—	—	—	—	..	10 973	7 284	—	7 284	—	66.4
Transmeridian Air Cargo	263	95	514	—	—	—	—	..	7 083	4 405	—	4 405	—	62.2
TOTAL	10 536	5 070	16 062	354 719	1 356 078	794 513	58.6	..	298 066	140 462	2	76 302	64 158	47.1

(a) These operations are for the period January to July 1979 inclusive. From August 1979 Class 5 licences were not required for operations performed for non-UK operators.

These operations are included in exempt services — Tables 1.12.1 and 1.12.2

(b) Operated as IAS Cargo Airlines until August 1979.

Aircraft Type & Utilisation All Airlines^(x) 1979

Table 1.14.1

	Aircraft-km (000)	Stage flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1979	Daily utilisation per Aircraft (hrs) year 1979
Aerospatiale SA330J Puma	1 931	7 881	—	9 468	—	91 437	22 314	7	2.9
Aerospatiale SA-365 Dauphin	273	4 151	177	1 127	21	24 901	1 602	1(g)	3.0(g)
Aviation Traders Carvair	68	—	127	—	294	—	—	—	3.1
Aviation Traders Merchantman	3 937	—	4 445	—	7 958	—	—	4	3.7
AW650 Argosy	596	—	1 515	—	1 936	—	—	3	1.8
BAC 111-200	8 792	19 357	3	20 798	3	835 478	423 775	9	6.4
BAC 111-300/400	27 814	28 428	—	50 631	—	1 607 840	1 758 012	21	7.1
BAC 111-500	46 271	66 315	493	90 183	584	4 644 461	3 510 383	36	6.9
BAC/Aerospatiale Concorde	10 633	1 895	—	7 961	—	107 601	664 677	5	4.4
Bell 206 Jetranger	51	455	—	305	—	794	90	..	..
Bell 212 Twin	1 498	56 762	—	9 655	—	288 265	7 547	10(f)	2.5(f)
Boeing 707-120/120B	3 344	1 830	—	4 897	—	141 730	435 623	—	7.9(c)
Boeing 707-320/320B	154	138	—	295	—	—	16 352	..	..
Boeing 707-320C/336	69 578	15 027	8 056	61 268	35 590	1 061 538	4 283 833	31	8.1
Boeing 707-420	16 505	8 142	—	25 454	—	1 167 751	2 362 782	8	8.2
Boeing 720/720B	9 037	4 880	—	13 628	—	614 834	1 245 709	6	7.9
Boeing 727-100	17 454	8 920	—	26 192	—	980 510	2 002 514	8	8.7
Boeing 737-200	53 972	31 154	—	86 120	—	3 531 501	6 187 585	22	11.6
Boeing 747-100	61 257	14 970	—	79 136	—	2 305 515	16 808 011	18	12.0
Boeing 747-200	28 572	5 353	—	34 748	—	840 398	7 943 521	8	12.4
Bristol Britannia 300	2 389	—	1 336	—	5 267	—	—	4	3.6
Britten-Norman Islander	1 783	21 514	—	8 629	—	79 770	6 340	13	2.0
Britten-Norman Trislander	2 328	27 490	—	11 708	—	271 358	21 162	13	2.3
Canadair CL 44	6 594	—	2 564	—	13 233	—	—	8	4.4
Cessna 404 Titan	873	2 496	—	3 589	—	11 656	4 373	2(e)	6.5(e)
DC3 Dakota/Pionair	670	1 099	1 900	848	2 561	23 336	3 212	8	1.4
DH 106 Comet 4B/C	5 553	3 772	—	9 554	—	374 041	558 952	3	4.1
DHC 6 Twin-Otter	2 845	12 145	—	12 606	—	104 469	27 951	10(a)	4.4(a)
Douglas DC-6A/6B/6C	59	—	120	—	202	—	—	—	1.4
Embraer Bandeirante	467	1 849	—	1 624	—	10 123	2 644	4(a)(d)	5.0(a)(d)
Fairchild Hillier FH227B	455	—	1 504	—	1 553	—	—	2	3.4
Fokker F28 2000-6000	1 963	3 757	—	3 653	—	101 338	66 251	2	5.9
Fokker Friendship 100/600	5 612	17 382	—	16 642	—	289 899	117 081	9	5.6
H.S. 125	115	214	—	210	—	350	244	1	2.8
Hawker Siddley 121 Trident 1C	6 772	12 352	—	14 670	—	820 457	452 686	11	3.7
Hawker Siddley 121 Trident 1E	3 671	6 916	—	7 929	—	553 946	294 990	4	5.4
Hawker Siddley 121 Trident 2E	19 672	19 184	—	34 897	—	1 315 997	1 319 370	16	6.0
Hawker Siddley 121 Trident 3B	26 759	38 216	—	51 630	—	3 727 244	2 548 045	25	5.7
HP Herald 100/200	10 525	31 456	9 072	31 000	9 919	825 681	198 009	32	4.1
HS 748	7 658	24 296	264	27 624	226	623 513	224 639	20	3.8
Lockheed L1011 Tristar	14 678	7 504	—	21 406	—	1 261 093	2 311 404	9	6.5
Lockheed L-1011-500 Tristar	5 468	1 656	—	7 797	—	125 613	723 115	4	9.6
MBB BO 105	2 660	41 805	533	13 213	84	123 221	7 924	3(g)	3.4(g)
McDonnell-Douglas DC10-10	17 341	3 287	—	24 324	—	706 857	3 964 258	6	13.7
McDonnell-Douglas DC8-54F/55F	10 325	—	3 499	—	14 331	—	—	6	6.7
McDonnell-Douglas DC9-10 to 40	2 012	5 765	—	5 069	—	267 436	101 376	3	6.9
McDonnell-Douglas DC-10-30	11 053	2 596	—	14 065	—	230 678	1 544 790	5	12.0
Piper PA23 Aztec (and Apache)	35	213	—	143	—	448	79	1	0.3
Piper PA31 Navajo (All Series)	2 059	9 965	—	7 987	—	32 831	7 960	10(a)(b)(d)	2.2(a)(b)(d)
Short SD-330	115	739	—	556	—	5 308	857	1	3.1
Sikorsky S61N	10 183	62 464	—	55 648	—	701 077	108 743	45(g)	3.5(g)
Sikorsky S58T	432	4 752	263	2 420	79	23 158	2 207	3	1.3
Vickers Super VC10	31 538	10 327	—	46 116	—	556 498	2 976 055	15	8.4
Vickers Viscount 700	1 201	3 171	8	3 755	11	100 485	40 380	5	2.0
Vickers Viscount 700D/800/810	17 334	58 766	307	58 414	465	2 184 065	702 730	36	4.8
Westland Wessex	543	10 226	—	3 889	—	51 593	2 759	4	3.5
TOTAL	595 474	723 032	36 186	1 023 481	94 317	33 748 093	66 014 917	540	5.9

(x) Excludes Air Taxi Operations.

(c) Excludes Air Transcontinental.

(f) Excludes Gleneagles Helicopters.

(a) Excludes Air Ecosse.

(d) Excludes Air Wales.

(g) Excludes North Scottish Helicopters.

(b) Excludes Air Ladvale.

(e) Excludes Air Westward.

Aircraft Type and Utilisation Individual Airlines^(a) 1979

Table 1.14.2

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1979	Daily utilisation per aircraft (hrs) year 1979
British Airways									
HS 748	898	4 002	—	3 324	—	93 769	23 812	2	4.6
Vickers Viscount 700D/800/810	8 565	31 603	—	30 342	—	1 241 912	363 423	20	4.2
BAC 111-300/400	7 179	13 433	—	15 295	—	614 789	311 847	7	6.0
BAC 111-500	19 282	39 485	—	40 254	—	2 538 115	1 185 994	18	6.1
Hawker Siddley 121 Trident 2E	19 672	19 184	—	34 897	—	1 315 997	1 319 370	16	6.0
Aviation Traders Merchantman	3 265	—	3 749	—	6 481	—	—	1	3.8
Hawker Siddley 121 Trident 1C	6 772	12 352	—	14 670	—	820 457	452 686	11	3.7
Hawker Siddley 121 Trident 3B	26 759	38 216	—	51 630	—	3 727 244	2 548 045	25	5.7
Hawker Siddley 121 Trident 1E	3 671	6 916	—	7 929	—	553 946	294 990	4	5.4
Vickers Super VC10	31 538	10 327	—	46 116	—	556 498	2 976 055	15	8.4
Lockheed L1011 Tristar	14 678	7 504	—	21 406	—	1 261 093	2 311 404	9	6.5
Boeing 707-320C/336	26 108	4 634	2 589	23 829	12 008	330 063	1 767 014	11	8.9
Lockheed L-1011-500 Tristar	5 468	1 656	—	7 797	—	125 613	723 115	4	9.6
Boeing 747-100	61 257	14 970	—	79 136	—	2 305 515	16 808 011	18	12.0
Boeing 747-200	28 572	5 353	—	34 748	—	840 398	7 943 521	8	12.4
BAC/Aerospatiale Concorde	10 633	1 895	—	7 961	—	107 601	664 677	5	4.4
TOTAL	274 318	211 530	6 338	419 334	18 489	16 433 010	39 693 965	174	6.8
British Airtours									
Boeing 707-420	16 505	8 142	—	25 454	—	1 167 751	2 362 781	8	8.2
TOTAL	16 505	8 142	—	25 454	—	1 167 751	2 362 781	8	8.2
British Airways Helicopters									
Sikorsky S61N	5 561	34 598	—	27 731	—	423 841	63 724	24	3.2
Sikorsky S58T	110	1 814	—	599	—	9 264	561	—	1.0
Bell 212 Twin	203	5 952	—	1 104	—	35 163	1 205	2	1.5
TOTAL	5 874	42 364	—	29 434	—	468 268	65 490	26	2.9
British Caledonian Airways									
Piper PA31 Navajo (All Series)	342	1 868	—	1 731	—	4 696	856	1	2.6
BAC 111-200	6 518	15 952	3	15 990	3	671 794	298 002	7	6.3
BAC 111-500	11 601	14 353	493	22 410	584	921 105	830 336	8	7.3
Boeing 707-320C/336	18 809	3 753	1 662	17 618	7 523	205 753	984 719	7	8.5
McDonnell-Douglas DC-10-30	11 053	2 596	—	14 065	—	230 678	1 544 790	4	12.1
Sikorsky S61N	255	6 372	—	1 598	—	68 543	2 743	1	4.4
TOTAL	48 578	44 894	2 158	73 412	8 110	2 102 569	3 661 447	28	7.5
Air Anglia									
Fokker Friendship 100/600	5 612	17 382	—	16 642	—	289 899	117 081	9	5.6
Fokker F28 2000-6000	1 963	3 757	—	3 653	—	101 338	66 251	2	5.9
Piper PA31 Navajo (All Series)	1 508	7 121	—	5 447	—	25 006	6 444	7	2.1
Embraer Bandeirante	41	176	—	134	—	621	184	2	1.8
TOTAL	9 124	28 436	—	25 876	—	416 864	189 959	20	4.2
Air Ecosse									
DHC 6 Twin-Otter	—	2	—	1	—	16	2	..	..
Piper PA31 Navajo (All Series)	1	5	—	3	—	29	4	..	..
Embraer Bandeirante	156	969	—	516	—	5 669	892	..	..
TOTAL	157	976	—	520	—	5 714	899	..	..
Air Europe									
Boeing 737-200	5 194	2 967	—	8 342	—	321 749	576 564	3	11.7
TOTAL	5 194	2 967	—	8 342	—	321 749	576 564	3	11.7
Air Freight									
DC3 Dakota/Pionair	275	163	918	262	1 094	3 310	1 136	4	0.9
Fairchild Hillier FH227B	455	—	1 504	—	1 553	—	—	2	3.4
TOTAL	730	163	2 422	262	2 647	3 310	1 136	6	1.5

Table 1.142 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1979	Daily utilisation per aircraft (hrs) year 1979
Air Kent									
Piper PA31 Navajo (All Series)	125	555	—	458	—	1 416	319	2	1.9
TOTAL	125	555	—	458	—	1 416	319	2	1.9
Air Ladvale									
Piper PA31 Navajo (All Series)	—	1	—	2	—	9	2	..	..
TOTAL	—	1	—	2	—	9	2	..	..
Air Transcontinental Airlines									
Boeing 707-120/120B	1 645	846	—	2 311	—	5 723	198 228	..	..
Boeing 707-320/320B	154	138	—	295	—	—	16 352	..	..
TOTAL	1 799	984	—	2 606	—	5 723	214 580	..	..
Air Wales									
Piper PA31 Navajo (All Series)	83	415	—	346	—	1 675	335	..	..
Embraer Bandeirante	133	242	—	425	—	1 516	832	..	..
TOTAL	216	657	—	771	—	3 191	1 167	..	..
Air Westward									
Cessna 404 Titan	306	717	—	1 253	—	3 207	1 368	..	..
TOTAL	306	717	—	1 253	—	3 207	1 368	..	..
Air-Bridge Carriers									
HP Herald 100/200	40	—	235	—	159	—	—	—	0.9
AW650 Argosy	596	—	1 515	—	1 936	—	—	3	1.8
Aviation Traders Merchantman	673	—	696	—	1 477	—	—	3	3.2
TOTAL	1 308	—	2 446	—	3 572	—	—	6	2.1
Alderney Air Ferries									
Britten-Norman Islander	44	359	—	229	—	1 742	212	1	1.5
TOTAL	44	359	—	229	—	1 742	212	1	1.5
Alldair									
Vickers Viscount 700	1 099	2 991	8	3 447	11	94 704	36 577	4	2.0
TOTAL	1 099	2 991	8	3 447	11	94 704	36 577	4	2.0
Aurigny Air Services									
Britten-Norman Trislander	1 171	20 323	—	5 674	—	217 039	12 312	6	2.4
Britten-Norman Islander	139	2 036	—	688	—	10 675	657	2	0.9
TOTAL	1 309	22 359	—	6 362	—	227 714	12 969	8	2.1
Aviation Beauport									
Britten-Norman Islander	39	674	—	281	—	3 407	198	—	1.5
TOTAL	39	674	—	281	—	3 407	198	—	1.5
B.E.A.S.									
Bell 212 Twin	1 134	48 634	—	7 561	—	243 390	5 635	5	3.3
TOTAL	1 134	48 634	—	7 561	—	243 390	5 635	5	3.3
Bristow Helicopters									
Sikorsky S61N	4 218	20 849	—	25 568	—	203 079	41 004	20	3.8
Westland Wessex	543	10 226	—	3 889	—	51 593	2 759	4	3.5
Sikorsky S58T	167	1 921	—	1 110	—	7 215	685	2	1.2
Bell 212 Twin	92	1 135	—	618	—	4 847	408	3	0.8
Aerospatiale SA330J Puma	1 931	7 881	—	9 468	—	91 437	22 314	7	2.9
TOTAL	6 951	42 012	—	40 653	—	358 171	67 170	36	3.2
Britannia Airways									
Boeing 737-200	48 779	28 187	—	77 778	—	3 209 752	5 611 021	19	11.6
TOTAL	48 779	28 187	—	77 778	—	3 209 752	5 611 021	19	11.6

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1979	Daily utilisation per aircraft (hrs) year 1979
British Air Ferries									
HP Herald 100/200	626	1 026	523	1 440	744	16 987	9 889	7	0.9
H.S. 125	115	214	—	210	—	350	244	1	2.8
Aviation Traders Carvair	68	—	127	—	294	—	—	—	3.1
TOTAL	809	1 240	650	1 650	1 038	17 337	10 133	8	1.0
British Cargo Airlines (b)									
McDonnell-Douglas DC8-54F/55F	8 476	—	2 829	—	11 683	—	—	6	7.0
TOTAL	8 476	—	2 829	—	11 683	—	—	6	7.0
British Island Airways									
HP Herald 100/200	8 986	28 657	6 395	27 442	7 651	754 528	172 428	20	6.0
Cessna 404 Titan	567	1 779	—	2 336	—	8 449	3 005	2	6.5
Embraer Bandeirante	137	462	—	549	—	2 317	736	2	9.0
BAC 111-300/400	3 527	2 768	—	6 215	—	189 682	256 053	4	6.7
TOTAL	13 217	33 666	6 395	36 542	7 651	954 976	432 222	28	6.1
British Midland Airways									
Vickers Viscount 700D/800/810	6 417	20 595	—	21 429	—	730 537	252 030	10	6.0
McDonnell-Douglas DC9-10 to 40	2 012	5 765	—	5 069	—	267 436	101 376	3	6.9
Boeing 707-320C/336	8 948	4 833	383	11 561	1 532	306 492	750 396	5	6.8
TOTAL	17 376	31 193	383	38 059	1 532	1 304 465	1 103 802	18	6.4
Brymon Airways									
Britten-Norman Islander	154	773	—	751	—	2 236	576	—	3.3
HP Herald 100/200	345	906	—	1 316	—	24 640	8 720	1	3.8
DHC 6 Twin-Otter	1 219	6 044	—	5 527	—	49 853	11 063	3	5.6
TOTAL	1 717	7 723	—	7 594	—	76 729	20 359	4	4.8
Burnthills Aviation									
Bell 206 Jetranger	51	455	—	305	—	794	90	..	..
TOTAL	51	455	—	305	—	794	90	..	..
Dan-Air Services									
HS 748	6 759	20 294	264	24 300	226	529 744	200 827	18	3.7
Vickers Viscount 700D/800/810	858	2 651	—	2 553	—	66 205	26 521	2	5.4
BAC 111-200	2 274	3 405	—	4 808	—	163 684	125 773	2	6.8
BAC 111-300/400	7 685	6 556	—	13 840	—	411 150	529 292	5	7.6
BAC 111-500	10 215	8 356	—	18 329	—	811 094	1 008 049	7	8.2
DH 106 Comet 4B/C	5 553	3 772	—	9 554	—	374 041	558 952	3	4.1
Boeing 727-100	17 454	8 920	—	26 192	—	980 510	2 002 514	8	8.7
Boeing 707-320C/336	266	109	—	392	—	12 184	37 920	—	1.4
TOTAL	51 064	54 063	264	99 968	226	3 348 612	4 489 848	45	5.7
Express Air Services CI									
DC3 Dakota/Pionair	10	—	62	—	59	—	—	2	1.2
HP Herald 100/200	528	867	1 919	802	1 365	29 526	6 972	4	1.8
Vickers Viscount 700D/800/810	56	119	2	149	3	596	1 475	3	3.8
TOTAL	594	986	1 983	951	1 427	30 122	8 447	9	1.9
General Aviation Services									
DC3 Dakota/Pionair	246	—	674	—	1 163	—	—	2	2.5
Douglas DC-6A/6B/6C	59	—	120	—	202	—	—	—	1.4
TOTAL	305	—	794	—	1 365	—	—	2	2.3
Gleneagle Helicopters									
Bell 212 Twin	69	1 041	—	372	—	4 865	299	..	..
TOTAL	69	1 041	—	372	—	4 865	299	..	..

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1979	Daily utilisation per aircraft (hrs) year 1979
Guernsey Airlines									
Vickers Viscount 700	102	180	—	308	—	5 781	3 803	1	1.7
TOTAL	102	180	—	308	—	5 781	3 803	1	1.7
Haywards Aviation									
Britten-Norman Islander	131	748	—	644	—	2 958	562	1	1.8
Piper PA23 Aztec (and Apache)	35	213	—	143	—	448	79	1	0.4
TOTAL	165	961	—	787	—	3 406	641	2	1.1
Intra Airways									
DC3 Dakota/pionair	138	936	246	586	245	20 026	2 076	—	1.6
Vickers Viscount 700D/800/810	845	1 603	199	2 061	292	75 438	37 314	—	3.9
TOTAL	984	2 539	445	2 647	537	95 464	39 390	—	2.8
Invicta International Airlines									
Bristol Britannia 300	687	—	602	—	1 618	—	—	2	2.2
TOTAL	687	—	602	—	1 618	—	—	2	2.2
Jersey European Airways									
Britten-Norman Islander	36	455	—	207	—	2 511	193	2	1.7
TOTAL	36	455	—	207	—	2 511	193	2	1.7
Laker Airways									
BAC 111-300/400	9 423	5 671	—	15 281	—	392 219	660 820	5	8.4
McDonnell-Douglas DC10-10	17 341	3 287	—	24 324	—	706 857	3 964 258	6	13.7
Boeing 707-320C/336	5 332	1 698	—	7 868	—	207 046	743 784	2	10.8
McDonnell-Douglas DC10-30	—	—	—	—	—	—	—	1	0.0
TOTAL	32 096	10 656	—	47 473	—	1 306 122	5 368 862	14	10.9
Loganair									
Britten-Norman Trislander	1 157	7 167	—	6 034	—	54 319	8 849	7	2.2
Britten-Norman Islander	1 242	16 469	—	5 829	—	56 241	3 942	7	2.3
DHC6 Twin-Otter	1 626	6 099	—	7 078	—	54 600	16 886	7	3.8
Short SD-330	115	739	—	556	—	5 308	857	1	3.1
TOTAL	4 140	30 474	—	19 497	—	170 468	30 534	22	2.7
Management Aviation									
Sikorsky S58T	155	1 017	263	711	79	6 679	961	1	1.7
MBB BO 105	676	12 502	533	3 288	84	35 312	1 970	3	3.4
Aerospatiale SA-365 Dauphin	115	1 324	177	498	21	7 944	657	1	3.0
TOTAL	946	14 843	973	4 497	184	49 935	3 588	5	2.9
Monarch Airlines									
BAC 111-500	5 172	4 121	—	9 190	—	374 147	486 004	3	8.4
Boeing 707-120/120B	1 699	984	—	2 586	—	136 007	237 395	—	7.9
Boeing 720/720B	9 037	4 880	—	13 628	—	614 834	1 245 709	6	7.9
TOTAL	15 908	9 985	—	25 404	—	1 124 988	1 969 108	9	8.1
North Scottish Helicopters									
Sikorsky S61N	149	645	—	751	—	5 614	1 272	..	..
MBB BO 105	1 984	29 303	—	9 925	—	87 909	5 954	..	..
Aerospatiale SA-365 Dauphin	158	2 827	—	629	—	16 957	945	..	..
TOTAL	2 291	32 775	—	11 305	—	110 480	8 171	..	..
Pelican Air Transport									
Boeing 707-320C/336	2 213	—	785	—	3 053	—	—	1	9.1
TOTAL	2 213	—	785	—	3 053	—	—	1	9.1

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers uplifted	Seat-km used (000)	Aircraft in Service at end of 1979	Daily utilisation per aircraft (hrs) year 1979
Redcoat Air Cargo									
Bristol Britannia 300	1 702	—	734	—	3 649	—	—	2	5.1
TOTAL	1 702	—	734	—	3 649	—	—	2	5.1
Scimitar Airlines									
Boeing 707-320C/336	2 390	—	819	—	3 848	—	—	2	6.6
TOTAL	2 390	—	819	—	3 848	—	—	2	6.6
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	593	2 195	106	1 880	170	69 377	21 966	1	3.8
TOTAL	593	2 195	106	1 880	170	69 377	21 966	1	3.8
Tradewinds Airways									
Canadair CL 44	1 572	—	619	—	3 112	—	—	1	5.6
Boeing 707-320C/336	5 512	—	1 818	—	7 626	—	—	3	7.3
TOTAL	7 084	—	2 437	—	10 738	—	—	4	6.7
Transmeridian Air Cargo									
Canadair CL 44	5 022	—	1 945	—	10 121	—	—	7	4.1
McDonnell-Douglas DC8-54F/55F	1 849	—	670	—	2 648	—	—	—	5.8
TOTAL	6 870	—	2 615	—	12 769	—	—	7	4.4
GRAND TOTAL	595 474	723 032	36 186	1 023 481	94 317	33 748 093	66 014 917	540	5.9

(a) Excludes Air Taxi Operations.

(b) Operated as IAS Cargo Airlines until August 1979.

Operations Subject to Variable Charge by Type of Licence 1979

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-km used		Percentage of available
			Cargo & Mail (000)	Passengers (000)	
Chargeable Operations					
Class 1	8 566 468	5 376 258	1 217 427	4 158 844	62.7
Class 2	192 409	113 598	—	113 598	59.0
Class 3	1 536 422	1 243 638	—	1 243 638	80.9
Class 4	152 455	113 916	—	113 916	74.7
Class 5A	125 923	86 802	62 210	24 592	68.9
Class 6	918 641	597 613	597 611		65.0
Class 7	26 224	13 659	1 132	12 527	52.1
TOTAL	11 518 542	7 545 485	1 878 380	5 677 115	65.5
Non-chargeable Operations					
Aircraft hired from for /ops	307 485	203 120	61 321	141 799	66.0
Exempt Services	485 277	245 935	110 145	135 789	50.6
Class 5B	296 908	139 461	75 303	64 158	46.9
TOTAL	1 089 670	588 516	246 769	341 746	54.0
GRAND TOTAL	12 608 212	8 134 002	2 125 149	6 008 865	64.5

Output by Type of Licence and Aircraft Ownership 1979

Table 1.16

Type of Licence of Service	Capacity tonne-km Available		Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
		Own Aircraft (000)			
Class 1		8 566 468	27 609	247 294	8 841 371
Class 2		192 409	857	5 368	198 634
Class 3		1 536 422	2 164	7 835	1 546 422
Class 4		152 455	1 235	–	153 690
Class 6		918 641	94 862	1 638	1 015 141
Class 7		26 224	–	–	26 224
Exempt Services		485 277	13 763	45 350	544 390
TOTAL		11 877 895	140 490	307 485	12 325 871
Class 5A		125 923	1 360	–	127 283
Class 5B		296 908	1 158	–	298 066
TOTAL		422 831	2 518	–	425 349
GRAND TOTAL		12 300 726	143 008	307 485	12 751 220

Public Transport Air-Taxi Operations 1979

Table 1.17

Aircraft Name	No. of Flights	Aircraft Hours
Aerospatiale Alouette II	2	5
Aerospatiale SA-341G Gazelle	29	41
Aerospatiale SA-330J Puma	4	1
Aero Turbo Commander 680T	28	56
Beagle 206	390	420
Beagle B121 Pup	1	1
Beechcraft B55 Baron	147	136
Beechcraft B60 Duke	118	158
Beechcraft B80 Queen-Air	169	227
Beechcraft B90 King-Air	1 149	1 932
Beech 76 Duchess	2	4
Beech 200 Super King-Air	1 286	1 535
Bell 47G	1 581	162
Bell 206 Jet Ranger	10 511	6 850
Bell 212 Twin	68	39
Brantly B2B	17	12
Britten-Norman Islander	1 370	1 064
Britten-Norman Trislander	755	590
Cessna 150	12	10
Cessna 172 Sky Hawk	427	432
Cessna 206 Super Sky Wagon	596	177
Cessna 310/320	2 156	1 717
Cessna 401/402/411/414/421	2 561	2 896
Cessna 404 Titan	1 278	1 529
Cessna 500 Citation	542	675
Dassault M20/F20	612	854
DC3 Dakota/Pionair	786	922
DH 104 Dove	73	69
DH 114 Heron	250	311
DHC 6 Twin Otter	837	885
Ecureil	829	1 143
Embraer Bandeirante	7 365	8 081
Enstrom F28A/280	381	410
H.S. 125	8 394	9 524
Hughes 269A (300)	412	367
Hughes 369 (500)	349	209
Jet Stream	160	275
MBB BO 105	991	580
Partenavia P68B Victor	1 159	1 095
Piper PA 23 Aztec (and Apache)	22 232	23 454
Piper PA 28 (and PA 32) Cherokee	585	482
Piper PA 31 Navajo	13 683	16 180
Piper PA 30/39 Twin Comanche	1 163	1 323
Piper PA 34-200 Seneca	861	890
Sikorsky S 58T	11	20
Sikorsky S 61N	30	28
Ted Smith Aerostar 601P	269	370
Turbo Commander	185	322
Westland S.55 Whirlwind	10	12
All Operators TOTAL	86 826	88 475

Note: This table was compiled from returns provided quarterly by some 136 operators who are in possession of Air Operators' Certificates.

Airline Personnel Costs (UK and Overseas) 1979

Table 1.18

	PILOTS AND CO-PILOTS			OTHER COCKPIT PERSONNEL			CABIN ATTENDANTS		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of personnel		Average expenditure a head (£000)	Average number of personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	2 908	—	14.34	592	—	10.41	2 664	4 066	5.07
British Caledonian Airways	402	1	14.43	103	—	10.87	104	793	4.69
Air Anglia	110	2	8.82	—	—	—	—	92	3.65
Air Europe	23	—	13.09	—	—	—	3	46	4.90
Britannia Airways	292	—	13.43	—	—	—	24	497	3.59
British Air Ferries	40	2	10.14	—	—	—	—	17	3.59
British Cargo Airlines (b)	80	—	11.21	55	—	9.51	—	—	—
British Island Airways	175	3	7.49	—	—	—	—	163	2.93
British Midland Airways	159	—	11.55	30	—	9.97	9	105	3.68
Dan Air Services	375	4	13.59	100	—	8.59	—	625	3.74
Laker Airways	180	—	14.05	63	—	8.62	19	615	3.61
Monarch Airlines	98	—	12.07	32	—	9.88	5	190	4.38
Tradewinds Airways	54	—	13.98	33	—	11.12	—	—	—
Others	446	5	12.35	41	—	9.64	26	65	3.89

	MAINTENANCE AND OVERHAUL PERSONNEL			TRAFFIC AND SALES PERSONNEL			ALL OTHER PERSONNEL		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways (a)	13 578	1 093	6.36	2 172	2 204	7.27	19 038	8 117	6.37
British Caledonian Airways	1 173	84	6.70	1 174	807	6.31	1 147	497	6.78
Air Anglia	216	12	5.12	35	76	3.51	78	47	3.82
Air Europe	—	—	—	—	—	—	17	11	5.61
Britannia Airways	370	48	6.39	28	59	5.33	118	146	5.77
British Air Ferries	230	9	5.60	15	10	2.64	11	19	3.23
British Cargo Airlines (b)	116	6	5.11	72	14	4.49	127	62	5.05
British Island Airways	272	13	5.69	129	123	4.23	79	59	4.79
British Midland Airways	203	13	6.92	204	235	4.67	106	113	5.12
Dan Air Services	1 331	103	6.08	199	112	4.00	270	123	4.25
Laker Airways	429	11	6.93	Included in "All Other Personnel"			216	296	2.89
Monarch Airlines	—	—	—	15	51	3.50	39	33	4.21
Tradewinds Airways	40	2	6.33	25	6	2.42	73	11	6.15
Others	840	13	6.91	125	65	4.27	364	266	4.91

(a) Includes British Airways Helicopters and British Airtours

(b) Formerly I.A.S. Cargo Airlines and Transmeridian Air Cargo

UK Airline Personnel Employed in Great Britain^(a) 1979

Table 1.19

Region	Number of Personnel at end of June 1979			Number of Personnel at end of December 1979		
	Male	Female (inc. part-time)	Part-time (b) female personnel	Male	Female (inc. part-time)	Part-time (b) female personnel
North	182	110	1	179	110	1
Yorkshire and Humberside	149	91	—	144	40	—
East Midlands	491	305	21	605	349	11
East Anglia	469	133	1	718	178	12
South East	41 086	16 794	272	41 260	16 928	237
South West	194	55	1	198	58	—
West Midlands	457	266	2	469	251	4
North West	1 852	699	4	1 861	678	2
Wales	465	135	3	434	110	3
Scotland	2 335	612	7	2 395	636	22
TOTAL	47 680	19 200	312	48 263	19 338	292

(a) Excludes personnel employed by companies performing solely Air Taxi Operations.

(b) Part-time employment is defined as being not more than 30 hours a week.

Part 2

UK Airlines—Financial Results

PART 2 UK Airlines — Financial Results

Introduction

Tables 1 to 6 in this section present estimates in summary form of the financial resources and the operating costs and revenues of the public and private sectors of the United Kingdom air transport industry for the years 1971—1978, together with an estimated profit and loss account for the entire industry in 1979.

For the years from 1972 onwards the summaries have been built up from returns submitted by the individual airlines. These returns are made by all airlines which hold a Class 1, 2, 3, 4, 5, or 6 Licence. Those operators who have a Class 7 and no other class of Licence, are not required to report financial statistics, but the summaries include estimates in respect of their operations. Estimates have also been included in respect of companies that have gone out of business during the period and for which it has not been possible to obtain detailed accounts. The figures for the years 1969 to 1971 are based on tables previously published in the Department of Trade and Industry Business Monitor series CA8.

The annual summaries are not truly representative of calendar years; they result from the addition of figures for individual financial years closest to the calendar year involved. The estimate in respect of aggregate accounts for 1979 has been based, where possible, on the financial year accounts of individual airlines. Where financial year accounts are not yet available use has been made of the quarterly reports supplied by airlines, taking the four calendar quarters which most closely match the financial years of the airlines in question. The final audited accounts of airlines may differ considerably from the sum of quarterly profit and loss accounts, so, although the 1979 estimate has been constructed to be as nearly comparable with previous years as is possible at this stage, the final results for the year may be appreciably different.

Tables 7 to 9 give the individual results for individual airlines in 1978. The figures are a copy of the information supplied by airlines on the standard returns. They may not correspond with published company accounts, since, where possible, non-airline activities have been excluded.

Questions of definition concerning the tables of financial statistics may be answered by reference to Appendix C — UK Airlines financial results — definitions.

Details of the operating and traffic statistics reported by each airline for the periods covered by their 1978 financial year are given in Tables 10 to 12.

The airlines whose financial statistics are covered in this Part had an average labour force in 1978 of some 74 000 of which nearly 7 000 were employed overseas. The net output of these airlines is estimated to represent approximately half of one per cent of United Kingdom gross domestic product.

Financial Resources of United Kingdom Airlines 1971-1978

Table 2.1

	<i>(£million)</i>							
	1971	1972	1973	1974	1975	1976	1977	1978
Private Sector								
Total assets employed	64.0	77.6	90.7	109.4	116.6	139.6	155.2	218.8
<i>of which</i>								
Operating equipment and Property	57.6	72.9	85.4	106.4	105.0	128.2	162.9	235.4
Payments on account of Aircraft under construction	—	1.4	2.3	—	—	—	3.0	5.2
Other non-current assets	10.2	11.3	11.7	1.9	6.0	4.0	4.7	9.4
Total current net assets	(3.8)	(8.0)	(8.7)	1.0	5.6	7.4	(15.6)	(31.2)
Total liabilities	64.0	77.6	90.7	109.4	116.6	139.6	155.2	218.8
<i>of which</i>								
Shareholders' Fund	29.1	23.7	21.4	16.2	21.4	30.4	38.3	57.9
Operating Profit (or loss)	8.9	5.8	3.8	6.5	14.4	24.5	38.5	42.0
Operating Profit (or loss) as a percentage of total assets employed	13.9	7.5	4.2	5.9	12.3	17.6	24.8	19.2
Shareholders fund as a percentage of total liabilities	45.5	30.5	23.6	14.8	18.4	21.8	24.7	26.5
Public Sector								
Total assets employed	499.2	517.0	527.6	468.3	566.5	639.9	755.5	768.6
<i>of which</i>								
Operating equipment and Property	462.7	464.3	460.9	450.2	553.7	627.2	724.5	677.0
Payments on account of Aircraft under construction	12.5	11.5	37.0	91.0	49.8	35.1	94.4	150.9
Other non-current assets	29.2	26.1	20.3	19.3	20.7	21.7	14.1	18.9
Total current net assets	(5.3)	15.1	9.3	(92.2)	(57.7)	(44.1)	(77.6)	(78.1)
Total liabilities	499.2	517.0	527.6	468.3	566.5	639.9	755.5	768.6
<i>of which</i>								
Public Dividend Capital	160.3	214.7	236.7	305.2	342.2	376.7	435.9	453.9
Operating Profit (or loss)	3.6	31.1	52.9	(0.8)	3.1	88.3	42.0	76.1
Operating Profit (or loss) as a percentage of total assets employed	0.7	6.2	10.0	(0.2)	0.5	13.8	5.6	9.9
Public Dividend Capital as a percentage of total liabilities	32.1	41.5	44.9	65.2	60.4	58.9	57.7	59.1

Table 2.2
Revenues, Expenses and Profits of
United Kingdom Airlines 1971-1978

	1971	1972	1973	1974	1975	1976	1977	1978
	<i>(£million)</i>							
PRIVATE SECTOR								
Total Operating Revenues	125·4	148·2	182·4	240·0	284·3	382·1	510·1	641·1
Total Operating Expenses	116·5	142·4	178·6	233·5	269·9	357·6	471·6	599·1
Operating profit (or loss)	8·9	5·8	3·8	6·5	14·4	24·5	38·5	42·0
Non-operating items (balance)	(4·1)	(2·2)	(3·6)	(5·4)	(6·7)	(6·6)	(14·9)	(4·5)
Profit (or loss) before Tax	4·9	3·6	0·2	1·1	7·7	17·9	23·6	37·5
PUBLIC SECTOR								
Total Operating Revenues	392·0	468·0	581·3	667·6	808·9	1 059·5	1161·7	1409·7
Total Operating Expenses	388·4	435·9	528·4	668·2	805·8	971·2	1119·7	1333·6
Operating profit (or loss)	3·6	31·1	52·9	(0·8)	3·1	88·3	42·0	76·1
Non-operating items (balance)	(6·5)	(19·9)	(11·5)	(10·6)	(22·6)	(12·6)	(2·4)	14·3
Profit (or loss) before Tax	(2·9)	12·2	41·4	(11·4)	(19·5)	75·7	39·6	90·4
ALL AIRLINES								
Total Operating Revenues	517·4	616·2	763·7	907·5	1 093·2	1 441·6	1671·8	2050·8
Total Operating Expenses	504·9	578·3	707·0	901·7	1 075·7	1 328·8	1591·3	1932·7
Operating profit (or loss)	12·5	37·9	56·7	5·7	17·5	112·8	80·5	118·1
Non-operating items (balance)	(10·6)	(22·1)	(15·1)	(16·0)	(29·3)	(19·2)	(17·3)	9·8
Profit (or loss) before Tax	1·9	15·8	41·6	(10·3)	(11·8)	93·6	63·1	127·9

Trends in United Kingdom Airlines' Operating Costs and Revenues 1971-1978

Table 2.3

	1971	1972	1973	1974	1975	1976	1977	1978
ALL AIRLINES								
COSTS								
Comparison with 1970 (1970=100)								
Aircraft fuel and oil	125·0	148·9	228·7	446·5	531·6	664·0	747·4	795·2
Crew salaries and expenses	118·5	126·6	154·3	173·9	200·8	217·5	275·5	327·4
Aircraft depreciation and rental	100·6	128·3	149·8	163·3	174·6	219·8	274·8	332·7
Other costs	117·6	132·8	156·5	183·5	223·1	277·7	336·0	426·0
Total Operating Costs	116·5	133·5	163·2	208·1	248·3	306·7	367·3	446·0
Comparison with Total—Percentage distribution								
Aircraft fuel and oil	11·3	11·7	14·7	22·6	22·5	22·8	21·4	18·8
Crew salaries and expenses	8·7	8·1	8·1	7·2	6·9	6·1	6·4	6·3
Aircraft depreciation and rental	9·6	10·7	10·2	8·7	7·8	7·9	8·3	8·3
Other costs	70·4	69·5	67·0	61·5	62·8	63·2	63·9	66·6
Total Operating costs	100·0	100·0	100·0	100·0	100·0	100·0	100·0	100·0
REVENUES								
Comparison with 1970 (1970=100)								
Scheduled services	112·6	136·9	169·2	202·0	240·8	327·6	364·8	453·4
Non-Scheduled services	131·2	146·6	180·1	217·8	266·3	331·1	435·4	501·7
Incidental Revenues	123·3	135·3	190·2	174·4	254·9	196·2	302·3	418·8
Total Operating Revenues	116·5	138·6	171·7	204·2	245·9	324·3	376·1	461·4
Comparison with Total—Percentage distribution								
Scheduled services	75·8	77·3	77·1	77·5	76·7	79·1	76·0	77·0
Non-Scheduled services	21·0	19·8	19·6	19·9	20·2	19·1	21·6	20·3
Incidental Revenues	3·2	2·9	3·3	2·6	3·1	1·8	2·4	2·7
Total Operating Revenues	100·0	100·0	100·0	100·0	100·0	100·0	100·0	100·0

Table 2.4

United Kingdom Airlines—Profit and Loss Account Summary from 1971-1979

	1971			1972			1973		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
REVENUES									
1 Scheduled Passenger (individually booked seats direct to passenger)	392.1	362.1	30.0	393.1	359.7	33.4	489.1	441.4	47.7
2 Scheduled Passenger (all block-booked seats, including part-charter)									
3 Scheduled Excess baggage				3.2	3.2	—	3.8	3.8	—
4 Scheduled Freight and Diplomatic bags				59.6	55.3	4.3	74.6	68.8	5.8
5 Scheduled Mail				20.7	20.0	0.7	21.5	20.8	0.7
6 Non-scheduled flights (a) Inclusive tours (b) ABC other than part-charter (c) Affinity groups (d) Cargo (e) Other	108.9	21.3	87.6	121.7	19.5	102.2	149.4	34.0	115.4
7 Incidental Revenue	16.4	8.6	7.8	18.0	10.4	7.6	25.3	12.5	12.8
8 Total Operating Revenues	517.4	392.0	125.4	616.2	468.0	148.2	763.7	581.3	182.4
EXPENSES									
9 Flight crew salaries and expenses	44.1	31.7	12.4	47.1	34.1	13.0	57.4	42.0	15.4
10 Aircraft fuel and oil	57.0	39.3	17.7	67.9	45.3	22.6	104.3	74.9	29.4
11 Flight equipment insurance	9.8	6.4	3.4	9.8	5.4	4.4	9.2	4.9	4.3
12 Uninsured losses	—	—	—	—	—	—	0.3	0.3	—
13 Rental of flight equipment	8.7	(0.2)	8.9	15.2	2.4	12.8	21.6	6.5	15.1
14 Flight crew training (when not amortised)	4.0	3.5	0.5	3.5	2.9	0.6	3.9	3.3	0.6
15 Flight expenses other than items 9 to 14	5.7	1.9	3.8	7.3	2.9	4.4	5.7	0.4	5.3
16 Maintenance and overhaul	81.8	64.0	17.8	89.7	66.7	23.0	101.9	74.5	27.4
17 Depreciation of aircraft fleet (including spares)	39.6	32.9	6.7	46.4	39.7	6.7	50.3	42.9	7.4
18 Depreciation of ground property and equipment	5.2	4.1(a)	1.1	5.1	4.3(a)	0.8	9.2	8.2(a)	1.0
19 Amortisation of development and pre-operating costs	3.2	2.6	0.6	2.1	1.7	0.4	1.8	1.0	0.8
20 Flight crew training (when amortised)	—	—	—	1.6	1.4	0.2	1.8	1.3	0.5
21(a) Landing and departure fees	34.5	23.9	10.6	11.1	—	11.1	44.7	30.4	14.3
(b) Aerodrome, En-route, and other Navigation service charges				32.9	28.3	4.6	9.6	4.1	5.5
22 Station and ground expenses other than Item 21	67.1	57.7	9.4	72.7	63.2	9.5	83.7	72.4	11.3
23(a) Passenger services—cabin staff and other flight expenses	42.2	34.5	7.7	8.8	—	8.8	63.0	52.9	10.1
(b) Passenger services—other passenger service costs				46.6	42.4	4.2	5.1	1.1	4.0
24 Ticketing, sales and promotion	77.8	71.9	5.9	87.3	80.8	6.5	105.4	91.6	13.8
25 General and administrative	24.0	15.1	8.9	22.8	15.3	7.5	25.0	15.9	9.1
26 Other operating expenses	0.2	(0.9)	1.1	0.4	(0.9)	1.3	3.1	(0.2)	3.3
27 Total Operating Expenses	504.9	388.4	116.5	578.3	435.9	142.4	707.0	528.4	178.6
28 Operating Profit or (Loss)	12.5	3.6	8.9	37.9	32.1	5.8	56.7	52.9	3.8
29 Profit or loss on disposal of fixed assets	0.9	0.6	0.3	1.9	1.0	0.9	2.7	1.1	1.6
30 Interest payable less receivable (Net)	(17.6)	(13.9)	(3.7)	(19.1)	(15.9)	(3.2)	(15.1)	(8.8)	(6.3)
31 Direct subsidies from public funds	—	—	—	—	—	—	—	—	—
32 Other payments from public funds	8.0	8.0	—	—	—	—	0.1	—	0.1
33 Dividends receivable	—	—	—	—	—	—	—	—	—
34 Other non-operating items	(1.9)	(1.2)	(0.7)	(4.9)	(5.0)	0.1	(2.8)	(3.8)	1.0
35 Non-Operating Items (Balance)	(10.6)	(6.5)	(4.1)	(22.1)	(19.9)	(2.2)	(15.1)	(11.5)	(3.6)
36 Profit or Loss (—) Before Taxation	1.9	(2.9)	4.9	15.8	12.2	3.6	41.6	41.4	0.2

(a) BOAC costs have been charged under other main expenses heading

Table 2.4

(£million)

1974			1975			1976			1977			1978			1979 Estimate All Airlines
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	
581.8	517.1	64.7	715.9	648.6	67.3	981.3	889.6	91.7	1094.4	956.5	137.9	1374.1	1181.3	192.8	
4.8	4.8	—	6.2	6.1	0.1	9.0	9.0	—	10.7	8.7	2.0	12.6	10.1	2.5	
93.5	83.8	9.7	91.6	82.7	8.9	115.6	105.3	10.3	129.4	115.3	14.1	152.8	131.4	21.4	
23.3	22.3	1.0	24.6	23.0	1.6	34.8	32.7	2.1	35.7	33.0	2.7	39.2	36.2	3.0	
100.5	18.5	82.0	221.0	38.7	93.7	274.8	—	132.2	173.7	21.6	152.1	217.5	26.2	191.3	
15.9	4.0	11.9			17.9		—	26.7	66.4	21.1	45.3	44.8	18.1	26.7	
6.4	4.4	2.0			2.6		17.2	2.4	2.9	—	2.9	9.1	—	9.1	
30.0	2.2	27.8			42.4		—	55.0	66.6	—	66.6	84.4	—	84.4	
28.1	4.4	23.7			25.7		—	41.3	51.8	—	51.8	60.6	—	60.6	
23.2	5.9	17.3	33.9	9.8	24.1	26.1	5.7	20.4	40.2	5.5	34.7	55.7	6.4	49.3	
907.5	667.5	240.0	1093.2	808.9	284.3	1441.6	1059.5	382.1	1671.8	1161.7	510.1	2050.8	1409.7	641.1	2412.2
64.6	48.4	16.2	74.7	54.5	20.2	80.9	54.7	26.2	102.5	71.1	31.4	121.8	80.4	41.4	
203.6	145.6	58.0	242.4	169.6	72.8	302.8	205.5	97.3	340.8	221.2	119.6	362.6	239.0	123.6	
8.2	4.9	3.3	8.3	5.1	3.2	9.4	5.6	3.8	10.8	6.9	3.9	10.2	5.4	4.8	
0.2	0.2	—	0.3	0.3	—	0.3	0.3	—	0.2	—	0.2	0.3	0.3	—	
17.0	2.7	14.3	26.7	8.2	18.5	35.3	18.7	16.6	48.0	21.3	26.8	83.9	25.3	58.6	
5.7	4.8	0.9	6.6	5.5	1.1	5.0	3.2	1.8	12.2	9.2	3.0	12.8	8.7	4.1	
7.4	0.4	7.0	3.0	1.7	1.3	6.8	2.2	4.6	8.4	0.7	7.7	14.9	3.4	11.5	
124.0	92.0	32.0	153.7	112.5	41.2	180.2	126.7	53.5	219.1	149.5	69.6	258.7	181.1	77.6	
61.4	47.7	13.7	57.1	44.9	12.2	70.2	50.1	20.1	83.9	61.8	22.1	75.8	57.4	18.4	
13.2	12.2	1.0	9.2	8.2	1.0	13.9	13.1	0.8	16.0	15.0	1.0	14.6	12.5	2.1	
1.3	0.4	0.9	2.0	1.3	0.7	2.7	2.2	0.5	0.7	—	0.7	1.1	—	1.1	
1.6	1.2	0.4	1.8	1.4	0.4	2.6	1.8	0.8	0.9	—	0.9	1.3	—	1.3	
47.1	30.7	16.4	61.0	41.3	19.7	87.2	55.8	31.4	99.1	59.0	40.1	140.4	77.5	62.9	
10.6	5.9	4.7	17.4	9.3	8.1	24.6	13.4	11.2	40.3	22.7	17.6	47.3	27.0	20.3	
103.2	85.4	17.8	127.7	105.6	22.1	151.4	124.4	27.0	176.3	142.7	33.6	219.7	180.1	39.6	
79.2	62.3	16.9	85.0	65.0	20.0	130.9	105.3	25.6	145.4	110.8	34.6	224.2	176.3	47.9	
2.1	1.0	1.1	20.8	19.7	1.1	4.7	2.4	2.3	21.8	16.6	5.2				
117.5	101.4	16.1	136.9	124.6	12.3	192.0	174.8	17.2	207.6	185.0	22.6	245.4	214.8	30.6	
31.3	21.0	10.3	38.8	27.2	11.6	24.3	11.0	13.3	41.8	22.9	18.9	66.1	34.3	31.8	
2.5	—	2.5	2.3	(0.1)	2.4	3.6	—	3.6	15.4	3.1	12.3	31.6	10.2	21.4	
901.7	668.2	233.5	1075.7	805.8	269.9	1328.8	971.2	357.6	1591.3	1119.7	471.6	1932.7	1333.6	599.1	2365.3
5.7	(0.8)	6.5	17.5	3.1	14.4	112.8	88.3	24.5	80.5	42.0	38.5	118.1	76.1	42.0	46.9
1.6	(0.4)	2.0	1.1	0.9	0.2	4.5	2.6	1.9	3.6	0.6	3.0	5.5	0.7	4.8	
(14.7)	(8.2)	(6.5)	(14.6)	(10.2)	(4.4)	(18.9)	(10.8)	(8.1)	(1.0)	7.1	(8.1)	3.0	10.8	(7.8)	
—	—	—	0.1	—	0.1	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
0.7	0.7	—	4.5	4.5	—	6.7	6.7	—	14.5	14.5	—	22.3	22.3	—	
(3.6)	(2.7)	(0.9)	(20.4)	(17.8)	(2.6)	(11.5)	(11.1)	(0.4)	(34.4)	(24.6)	(9.8)	(20.9)	(19.5)	(1.4)	
(16.0)	(10.6)	(5.4)	(29.3)	(22.6)	(6.7)	(19.2)	(12.6)	(6.6)	(17.3)	(2.4)	(14.9)	9.8	14.3	(4.5)	
(10.3)	(11.4)	1.1	(11.8)	(19.5)	7.7	93.6	75.7	17.9	63.1	39.6	23.6	127.9	90.4	37.5	

Table 2.5

United Kingdom Airlines—Appropriation Account
Summary from 1971-1978

	1971			1972 (a)			1973 (a)		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1 Profit or loss before Taxation	1.9	(2.9)	4.8	18.2	14.6	3.6	44.0	43.8	0.2
2 Taxation	+ 0.6	+ 1.4	0.8	10.9	8.7	2.2	27.3	26.6	0.7
3 Profit or loss after Taxation	2.5	(1.5)	4.0	7.3	5.9	1.4	16.7	17.2	(0.5)
4 Exceptional items and prior year adjustments	0.2	0.4	(0.2)	—	(0.7)	0.7	(0.4)	(0.6)	0.2
5 Transfers from reserves	4.4	4.4	—	2.4	—	2.4	3.1	—	3.1
6 Available for appropriation	7.1	3.3	3.8	9.7	5.2	4.5	19.4	16.6	2.8
7 Dividends	4.5	3.3	1.2	5.0	4.4	0.6	6.7	6.1	0.6
8 Transfers to reserves	2.6	—	2.6	4.7	0.8	3.9	12.7	10.5	2.2

(a) Group appropriation account including the non-airline divisions of British Airways.

Table 2.5*(£ million)*

1974 (a)			1975			1976			1977			1978		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
(10.3)	(11.4)	1.1	(11.8)	(19.5)	7.7	93.6	75.7	17.9	63.9	39.6	24.3	127.9	90.4	37.5
+0.1	+2.0	1.9	+0.6	+3.5	2.9	49.8	40.6	9.2	31.8	21.5	10.3	23.0	12.7	10.3
(10.2)	(9.4)	(0.8)	(11.2)	(16.0)	4.8	43.8	35.1	8.7	32.1	18.1	14.0	105.0	77.7	27.3
2.6	—	2.6	(0.2)	(0.3)	0.1	0.1	—	0.1	16.4	14.6	1.8	3.8	—	3.8
14.5	9.4	5.1	17.6	16.3	1.3	0.9	—	0.9	(0.1)	(0.2)	0.1	5.8	(0.5)	6.3
6.9	—	6.9	6.2	—	6.2	44.8	35.1	9.7	48.4	32.5	15.9	114.7	77.3	37.4
3.0	—	3.0	2.1	—	2.1	13.2	11.0	2.2	9.1	—	9.1	38.1	15.0	23.1
3.9	—	3.9	4.1	—	4.1	31.6	24.1	7.5	39.3	32.5	6.8	76.6	62.3	14.3

Table 2.6

United Kingdom Airlines— Balance Sheet Summary from 1971-1978

	1971			1972			1973		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED									
1 Operating Equipment and Property									
Aircraft fleet (including spares)	671.5	601.5	70.0	725.5	632.7	92.8	771.0	662.8	108.2
Less: Provisions for amortisation and depreciation	272.9	247.4	25.5	316.4	288.5	27.9	361.3	330.0	31.3
Aircraft fleet after depreciation	398.6	354.1	44.5	409.1	344.2	64.9	409.7	332.8	76.9
Property and other equipment	178.0	161.2	16.8	193.9	182.6	11.3	211.7	199.2	12.5
Less: Provisions for amortisation and depreciation	56.2	52.5	3.7	65.8	62.5	3.3	75.1	71.1	4.0
Property after depreciation	121.7	108.6	13.1	128.1	120.1	8.0	136.6	128.1	8.5
Payments on account of aircraft under construction	12.5	12.5	—	12.9	11.5	1.4	39.3	37.0	2.3
2 Interests in Group Companies									
Shares	6.6	5.3	1.3	0.8	—	0.8	0.7	—	0.7
Advances and debts not currently receivable	—	—	—	6.8	—	6.8	6.4	—	6.4
3 Trade Investments									
Shares	..	..	..	7.1	6.8	0.3	6.9	6.4	0.5
Advances and debts not currently receivable	..	..	..	4.2	4.2	—	4.0	4.0	—
4 Current Assets									
Stores and work in progress	..	..	..	12.4	8.1	4.3	17.6	9.2	8.4
Debtors	..	..	..	128.3	106.1	22.2	156.8	127.5	29.3
Short-term loans and deposits	..	..	..	42.0	39.8	2.2	39.3	36.0	3.3
Bank balance and cash	..	..	..	10.2	5.3	4.9	16.3	10.4	5.9
Group companies advances and debts currently receivable	..	..	..	5.4	—	5.4	8.1	—	8.1
Other items	..	..	..	5.6	3.9	1.7	6.7	4.7	2.0
Total current Assets	155.7	118.3	37.4	203.9	163.2	40.7	244.8	187.8	57.0
5 Less: Current Liabilities									
Creditors and accruals	..	..	..	105.1	78.4	26.7	150.7	111.5	39.2
Traffic revenue received in advance	..	..	..	61.2	54.8	6.4	56.5	52.1	4.4
Taxation	..	..	..	3.2	3.2	—	6.6	5.3	1.3
Dividends	..	..	..	4.6	4.4	0.2	6.3	6.1	0.2
Bank Overdrafts	..	..	..	5.1	1.5	3.6	3.0	1.1	1.9
Instalments of borrowings and hire purchase liabilities repayable within one year	..	..	..	8.1	—	8.1	13.1	—	13.1
Group companies advances and debts currently payable	..	..	..	2.2	—	2.2	3.1	—	3.1
Other items	..	..	..	7.3	5.8	1.5	4.9	2.4	2.5
Total Current Liabilities	164.8	123.6	41.2	196.8	148.1	48.7	244.2	178.5	65.7
Total Net Current Assets	(9.1)	(5.3)	(3.8)	7.1	15.1	(8.0)	0.6	9.3	(8.7)
6 Unamortised Costs									
Pre-operational training and development	21.0	16.4	4.7	13.2	10.2	3.0	9.5	5.5	4.0
Other items	—	—	—	4.9	4.9	—	4.5	4.4	0.1
7 Other Assets	11.7	7.5	4.2	0.4	—	0.4	—	—	—
TOTAL ASSETS	563.2	499.2	64.0	594.6	517.0	77.6	618.3	527.6	90.7
FINANCED BY:									
8 Shareholders Fund									
Share Capital	79.9	65.0	14.9	142.4	125.0	17.4	154.1	136.3	17.8
Share Premium Account	3.0	—	3.0	2.5	—	2.5	2.4	—	2.4
Reserves: Capital	..	..	..	3.0	1.4	1.6	2.9	1.5	1.4
Self-Insurance	30.7	30.7	—	30.9	30.9	—	31.0	31.0	—
Revenue	75.8	64.6	11.2	59.6	57.4	2.2	67.7	67.9	(0.2)
Other	—	—	—	—	—	—	—	—	—
9 Borrowings etc. Repayable more than one year ahead									
Advances from other Group companies	0.7	—	0.7	4.4	—	4.4	4.9	—	4.9
Bank Loans	334.8	305.1	29.7	10.5	84.9	5.6	101.8	99.1	2.7
Other Loans	—	—	—	197.5	168.6	28.9	156.4	126.6	29.8
Hire Purchase Liabilities	—	—	—	2.1	—	2.1	12.4	—	12.4
10 Deferred Liabilities									
Taxation	36.8	32.3	4.5	46.8	38.3	8.5	80.6	65.7	14.9
Other	1.4	1.4	—	14.8	10.4	4.4	4.2	(0.4)	4.6
TOTAL LIABILITIES	563.2	499.2	64.0	594.6	517.0	77.6	618.3	527.6	90.7

Table 2.6

(£ million)														
Total	1974		Total	1975		Total	1976		Total	1977		Total	1978	
	Public Sector	Private Sector		Public Sector	Private Sector		Public Sector	Private Sector		Public Sector	Private Sector		Public Sector	Private Sector
831.1	694.7	136.4	860.8	723.6	137.2	987.5	815.5	172.0	1178.0	968.7	209.3	1380.1	1093.9	286.2
418.4	377.8	40.6	355.0	311.5	43.5	398.4	336.5	61.9	474.2	400.8	73.4	679.7	593.1	86.6
412.7	316.9	95.8	505.8	412.1	93.7	589.1	479.0	110.1	703.8	567.9	135.9	700.4	500.8	199.6
226.5	211.3	15.2	247.2	228.8	18.4	272.1	242.8	29.3	302.8	260.8	42.0	353.4	299.6	53.8
82.8	78.1	4.7	94.3	87.2	7.1	105.8	94.6	11.2	119.2	104.2	15.0	141.5	123.5	18.0
143.7	133.2	10.5	152.9	141.6	11.3	166.3	148.2	18.1	183.6	156.6	27.0	212.0	176.2	35.8
91.0	91.0	—	49.8	49.8	—	35.1	35.1	—	97.4	94.4	3.0	156.1	150.9	5.2
0.8	—	0.8	0.8	—	0.8	1.0	—	1.0	0.7	—	0.7	1.7	—	1.7
(0.5)	—	(0.5)	2.2	—	2.2	0.4	—	0.4	0.7	—	0.7	3.6	—	3.6
5.3	5.2	0.1	1.4	1.3	0.1	1.2	1.1	0.1	1.0	0.8	0.2	1.7	1.4	0.3
4.7	4.7	—	2.3	2.2	0.1	2.2	2.1	0.1	2.2	2.2	—	2.4	2.2	0.2
19.4	11.6	7.8	23.1	14.1	9.0	32.8	16.3	16.5	35.0	19.3	15.7	46.8	23.9	22.9
152.6	115.4	37.2	200.3	163.1	37.2	269.7	213.1	56.6	327.5	260.1	67.4	386.9	307.3	79.6
18.1	15.5	2.6	25.8	21.7	4.1	32.9	32.1	0.8	29.1	28.7	0.4	39.3	36.2	3.1
23.0	13.8	9.2	35.7	21.6	14.1	42.0	21.0	21.0	51.9	22.0	29.9	68.7	35.5	33.2
5.9	—	5.9	6.0	—	6.0	7.7	—	7.7	13.5	—	13.5	10.2	—	10.2
3.1	2.1	1.0	0.7	—	0.7	0.8	—	0.8	2.2	0.1	2.1	1.4	0.1	1.3
222.1	158.4	63.7	291.6	220.5	71.1	385.9	282.5	103.4	459.2	330.2	129.0	553.2	404.9	148.3
133.8	93.8	40.0	168.9	123.5	45.4	199.9	136.4	63.5	299.4	204.3	95.0	366.3	249.1	117.2
75.3	66.9	8.4	109.5	97.2	12.3	132.1	115.3	16.8	149.8	128.0	21.8	202.9	174.9	28.0
1.6	1.3	0.3	1.1	1.6	(0.5)	8.4	8.3	0.1	4.2	1.4	2.8	22.3	19.9	2.4
0.9	—	0.9	—	—	—	11.0	11.0	—	0.3	—	0.3	15.1	15.0	0.1
1.4	0.4	1.0	2.9	1.0	1.9	7.9	3.9	4.0	6.0	0.1	5.9	10.0	—	10.0
91.7	86.2	5.5	56.3	53.4	2.9	56.2	51.7	4.5	85.8	73.9	11.9	34.5	24.1	10.4
1.8	—	1.8	0.4	—	0.4	2.3	—	2.3	3.7	—	3.7	5.7	—	5.7
6.7	1.9	4.8	4.0	1.5	2.5	4.8	—	4.8	3.2	—	3.2	6.2	—	6.2
313.2	250.5	62.7	343.7	278.2	65.5	422.6	326.6	96.0	552.4	407.7	144.6	662.5	483.0	179.5
(91.1)	(92.2)	1.0	(52.1)	(57.7)	5.6	(36.7)	(44.1)	7.4	(93.2)	(77.6)	(15.6)	(109.3)	(78.1)	(31.2)
7.0	5.5	1.5	6.2	4.5	1.7	6.8	5.2	1.6	3.1	—	3.1	2.9	—	2.9
3.9	3.9	—	4.6	3.5	1.1	3.9	3.1	0.8	—	—	—	—	—	—
—	—	—	9.2	9.2	—	10.2	10.2	—	11.3	11.1	0.2	16.0	15.3	0.7
577.7	468.3	109.4	683.1	566.5	116.6	779.5	639.9	139.6	910.7	755.5	155.2	987.4	768.6	218.8
226.3	216.3	10.0	290.1	280.0	10.1	300.7	290.0	10.7	312.5	300.0	12.5	166.2	150.0	16.2
2.6	—	2.6	2.8	0.2	2.6	2.6	—	2.6	2.7	—	2.7	2.6	—	2.6
4.9	—	4.9	6.1	1.5	4.6	4.9	—	4.9	4.7	—	4.7	10.7	—	10.7
31.0	31.0	—	31.0	31.0	—	—	—	—	—	—	—	—	—	—
57.0	57.9	(0.9)	33.2	29.5	3.7	97.4	85.6	11.8	144.7	132.7	12.0	324.8	296.4	28.4
			0.4	—	0.4	1.5	1.1	0.4	9.6	3.2	6.4	7.4	7.4	—
18.6	—	18.6	11.2	—	11.2	17.3	—	17.3	12.7	—	12.7	35.3	—	35.3
57.6	54.5	3.1	90.1	81.3	8.8	101.6	98.5	3.1	67.9	63.9	4.0	—	—	—
90.3	44.9	45.4	128.0	83.5	44.5	119.3	71.4	47.9	208.7	159.8	48.9	406.3	134.4	93.4
8.5	—	8.5	14.4	—	14.4	12.5	—	12.5	17.1	—	17.1	—	—	—
76.0	63.0	13.0	70.7	58.7	12.0	114.2	92.2	22.0	122.3	94.9	27.4	25.5	0.2	25.3
4.9	0.7	4.2	5.1	0.8	4.3	7.5	1.1	6.4	7.8	1.0	6.8	8.7	1.7	7.0
577.7	468.3	109.4	683.1	566.5	116.6	779.5	639.9	139.6	910.7	755.5	155.2	987.4	768.6	218.8

Table 2.7

United Kingdom Airlines Annual Profit and Loss Account 1978

(£'000 Throughout)

		B.A. Combined	Air Anglia	Air Bridge	Air Freight	Alidair	Aurigny Air Services	Britannia Airways	(a) British Air Ferries	British Caledonian
REVENUES	Financial Year Ending	31 3.79	31.10.78	31.12.78	Not Supplied	31.7.78	28.2.79	31.12.78	31.12.78	31.10.78
1	Scheduled passenger (individually booked seats)	1 181 338	13 164	—	—	—	1 371	—	4 149	112 874
2	Scheduled passenger (all block-booked seats)	—	284	—	—	—	—	—	—	240
3	Scheduled Excess Baggage	10 078	—	—	—	—	13	—	—	2 424
4	Scheduled Freight and diplomatic bags	131 396	—	—	—	—	11	—	1 748	17 311
5	Scheduled Mail	36 231	—	—	—	—	10	—	—	2 484
6	Non-scheduled flights: (a) Inclusive tours	26 202	—	—	—	—	—	58 693	—	10 172
	(b) ABC Other than part-charter	18 066	—	—	—	—	—	—	—	1 454
	(c) Affinity groups	—	—	—	489	—	—	—	—	—
	(d) Cargo	—	600	2 782	17	—	53	—	—	11 333
	(e) Other	—	—	—	1 270	64	2 203	—	—	2 080
7	Incidental Revenue	6 425	361	49	451	13	7 228	4 178	2 383	—
8	Total Operating Revenues	1 409 736	14 409	2 831		2 227	1 482	68 177	10 075	162 755
EXPENSES										
9	Flight crew salaries and expenses	80 350	774	197	—	187	183	4 244	855	8 397
10	Aircraft Fuel and Oil	239 030	2 026	610	—	299	62	14 342	1 323	29 500
11	Flight equipment insurance	5 364	240	39	—	—	13	479	112	753
12	Uninsured losses	302	—	—	—	—	—	—	—	—
13	Rental of flight equipment	25 317	680	130	—	5	206	6 948	504	9 517
14	Flight crew training (when not amortised)	8 731	96	38	—	202	—	179	—	585
15	Flight expenses other than items 9 to 14	3 380	—	12	—	—	—	—	13	450
16	Maintenance and overhaul	181 084	1 724	594	—	78	356	5 443	1 528	16 536
17	Depreciation of aircraft fleet (including spares)	57 419	246	67	—	13	—	1 895	166	4 551
18	Depreciation of ground property and equipment	12 505	—	7	—	238	5	374	79	—
19	Amortisation of development and pre-operating costs	—	—	32	—	—	—	—	—	—
20	Flight crew training (when amortised)	—	—	—	—	229	—	—	76	1 033
21(a)	Landing and departure fees	77 462	4 172	623	—	68	257	8 026	878	9 131
21(b)	Aerodrome, En route, and other Navigation service charges	26 979	—	107	—	562	46	3 312	337	5 934
22	Station and ground expenses other than item 21	180 132	—	48	—	—	219	4 630	1 555	10 213
23(a)	Passenger services — cabin staff and other flight expenses	142 009	—	—	—	—	10	6 596	—	17 881
23(b)	Passenger services — other passenger service costs	34 245	—	—	—	—	1	589	845	1 292
24	Ticketing, sales and promotion	214 834	—	14	—	18	37	79	386	21 592
25	General and administrative	34 256	1 911	205	—	163	35	1 559	491	6 812
26	Other operating expenses	10 249	1 845	—	—	4	22	918	1 343	2 200
27	Total Operating Expenses	1 333 648	13 714	2 723		2 066	1 452	59 613	10 490	146 377
27(a)	(Of which services bought in under 16, 24 and 25 above)	430 174	3 635	813	—	259	428	7 081	2 405	44 940
28	Operating Profit (or Loss)	76 088	695	108		161	30	8 564	(415)	16 378
29	Profit or loss on disposal of fixed assets	711	42	—	—	36	—	2	104	1 841
30	Interest payable less receivable (net)	10 798	50	(10)	—	—	38	(21)	(13)	(2 072)
31	Direct subsidies from public funds	—	—	—	—	—	—	—	—	—
32	Other payments from public funds	—	—	—	—	—	—	—	—	—
33	Dividends receivable	22 303	—	—	—	—	10	—	—	—
34	Other non-operating items	(19 513)	(159)	(40)	—	—	(25)	—	25	(4 702)
35	Non Operating Items (Balance)	14 299	(67)	(50)		36	23	(19)	116	(4 933)
36	Profit or Loss (—) before Taxation	90 387	628	58		197	53	8 545	(300)	11 445

(a) British Air Ferries 14 months figures

(b) Brymon Airways 15 months figures, relates to the total activities of Brymon Aviation Ltd., including non-airline functions

Table 2.7

(£'000 throughout)

British Island	British Midland	(b) Brymon Airways	Dan-Air Services	IAS Cargo	Intra Airways	Laker Airways	Loganair	Monarch Airlines	Redcoat Air Cargo	Trade- winds Airways	Trans Meridian Air Cargo
31.12.78	31.12.78	31.3.79	31.12.78	Not Supplied	31.12.78	31.3.79	31.3.79	30.11.78	30.6.78	30.9.78	30.9.78
10 088	17 865	1 407	10 497		1 120	18 502	1 179	—	—	—	—
—	—	31	—		—	—	—	—	—	—	—
27	—	9	15		—	—	—	—	—	—	—
1 659	516	—	142		5	—	—	—	—	—	—
522	—	—	—		—	—	—	—	—	—	—
499	—	—	81 613		965	19 935	—	19 433	—	—	—
—	—	—	601		—	24 597	—	—	—	—	—
39	—	—	331		651	4 789	—	1 205	—	—	—
200	—	—	2 162		530	—	—	—	1 726	17 448	17 278
180	1 600	—	9 426		214	—	1 593	—	—	—	—
258	9 995	46	11 051		61	1 179	480	1 880	—	113	—
13 472	29 976	1 493	115 838		3 546	69 002	3 252	22 518	1 726	17 561	17 278
949	3 233	99	8 840		266	2 976	338	1 520	187	1 638	1 125
1 691	3 563	258	26 413		804	18 352	461	5 904	559	5 036	5 066
83	435	26	602		25	517	60	147	12	162	575
—	—	—	—		—	—	—	—	—	—	29
117	3 400	114	5 960		170	—	255	2 601	212	2 448	55
605	253	18	778		3	669	—	110	4	86	96
158	995	—	6 843		—	454	—	—	9	—	2 219
2 372	6 201	242	13 135		1 126	10 416	523	3 423	167	2 115	4 122
217	490	—	2 820		—	4 190	271	1 268	7	383	1 035
63	83	8	314		5	376	33	56	2	44	132
—	97	—	517		—	80	—	—	—	—	—
—	—	—	—		—	—	—	—	—	—	—
1 543	5 067	149	5 675		1 043	11 346	305	1 053	46	2 038	594
429	—	234	5 481		200	—	—	1 198	52	599	564
2 137	1 506	84	9 532		—	4 730	355	1 447	166	—	1 466
502	1 132	28	8 059		123	4 433	—	2 036	—	—	—
929	508	19	1 374		36	683	—	340	—	—	—
1 693	1 331	14	2 599		60	1 889	43	86	84	—	—
536	1 444	171	2 714		384	3 590	324	975	147	1 422	1 780
35	—	80	11 905		190	—	47	230	5	1 195	37
14 059	29 738	1 544	113 561		4 435	64 701	3 015	22 394	1 659	17 166	18 895
4 601	8 976	427	18 448		1 570	15 895	890	4 484	398	3 537	5 902
(587)	238	(51)	2 277		(889)	4 301	237	124	67	395	(1 617)
1	222	96	—		—	2 335	—	145	(5)	—	4
25	59	(50)	(479)		—	(2 366)	(176)	147	(3)	(141)	(926)
—	—	—	—		—	—	—	—	—	—	—
—	—	—	—		—	—	—	—	—	—	—
—	—	—	—		—	—	—	—	—	—	—
—	—	—	85		—	3 507	—	—	—	—	—
26	281	46	(394)		—	3 476	(176)	292	(8)	(141)	(922)
(561)	519	(5)	1 883		(889)	7 777	61	416	59	254	(2 539)

Table 2.8

United Kingdom Airline
Appropriation Accounts 1978

(£'000 throughout)

	British Airways (Combined)	Air Anglia	Air Bridge	Air Freight	Aurigny Air Services	Britannia Airways	Alidair
Financial Year Ending	31.3.79	30.10.78	31.12.78		28.2.79	31.12.78	31.7.78
1 Profit or loss before Taxation	90 387	628	58	Not supplied	54	8 545	197
2 Taxation	12 668	355	16		17	4 505	—
3 Profit or loss after Taxation	77 719	273	41	„	37	4 040	197
4 Exceptional items and prior year adjustments	—	—	—	„	—	—	(31)
5 Transfers from Reserves	(461)	691	(18)	„	—	4 689	—
6 Available for appropriation	77 258	965	24	„	37	8 729	166
7 Dividends	15 000	—	—	„	8	4 600	—
8 Transfers to Reserves	62 258	965	24	„	29	4 129	166

	British ^(a) Air Ferries	British Caledonian	British Island	British Midland	Brymon ^(b) Airways	Dan Air Services	Inter-national Aviation Services
Financial Year Ending	31.12.78	31.10.78	31.12.78	31.12.78	31.3.79	31.12.78	
1 Profit or loss before Taxation	(300)	11 445	(561)	519	(5)	1 883	Not supplied
2 Taxation	211	249	38	—	—	684	„
3 Profit or loss after Taxation	(88)	11 196	(599)	519	(5)	1 199	„
4 Exceptional items and prior year adjustments	(386)	—	381	1 283	(16)	—	„
5 Transfers from Reserves	559	6 498	—	(3 027)	—	—	„
6 Available for appropriation	84	17 694	(218)	(1 225)	(21)	1 199	„
7 Dividends	—	17 694	—	325	—	425	„
8 Transfer to Reserves	84	—	(218)	1 550	(21)	774	„

(a) British Air Ferries 14 months figures
(b) Brymon Aviation 15 months figures, relates to the total activities of Brymon Aviation Ltd., including non-airline functions

	Intra Airways	Laker Airways	Loganair	Monarch Airlines	Redcoat Air Cargo	Trade-winds	Trans Meridian Air Cargo
Financial Year Ending	31.12.78	31.3.79	31.3.79	30.11.78	30.6.78	30.9.78	30.9.78
1 Profit or loss before Taxation	(889)	7 777	61	416	59	254	(2 539)
2 Taxation	—	1	—	200	—	—	—
3 Profit or loss after Taxation	(889)	7 776	61	216	59	254	(2 539)
4 Exceptional items and prior year adjustments	—	91	289	—	—	2 016	434
5 Transfers from Reserves	—	—	—	—	(48)	—	—
6 Available for appropriation	(889)	7 867	350	216	11	2 270	(2 105)
7 Dividends	—	—	—	—	—	—	—
8 Transfer to Reserves	(889)	7 867	350	216	11	2 270	(2 105)

Table 2.9

United Kingdom Airlines Balance Sheet 1978

		B.A. Combined	Air Anglia	Air Bridge	Air Freight	Aldair	Aurigny Air Services	Britannia Airways	British Air Ferries	British Caledonian
	Financial Year Ending	31.3.79	31.10.78	31.12.78		31.7.78	28.2.79	31.12.78	31.12.78	31.10.78
ASSETS EMPLOYED										
1	Operating Equipment and Property									
	Aircraft fleet (including spares)	1 093 940	2 538	141	Not Supplied	894	—	31 782	1 489	41 737
	Less: Provisions for amortisation and depreciation	593 123	507	62		15	—	8 878	893	21 745
	Aircraft fleet after depreciation	500 817	2 031	79		879	—	22 904	596	19 992
	Property and other equipment	299 625	690	22		155	66	2 542	520	16 991
	Less: Provisions for amortisation and depreciation	123 474	176	15		29	31	1 000	283	3 858
	Property after depreciation	176 151	514	7		126	35	1 542	237	13 133
	Payments on account of aircraft under construction	150 894	—	—		—	—	—	—	3 610
2	Interests in Group Companies									
	Shares	—	5	—		10	—	—	—	—
	Advances and debts not currently receivable	—	13	—		—	5	—	157	—
3	Trade Investments									
	Shares	1 383	—	60		—	81	—	—	84
	Advances and debts not currently receivable	2 170	—	—		—	—	—	—	—
4	Current Assets									
	Stores and work in progress	23 926	879	92		251	25	833	1 351	2 182
	Debtors and prepayments	307 293	3 481	285		262	106	1 940	2 306	30 588
	Short term loans and deposits	38 152	—	—		—	371	—	—	—
	Bank balance and cash	35 483	404	94		49	—	949	84	21 840
	Group Companies advances and debts not currently receivable	—	—	—		—	—	7 541	—	—
	Other Items	56	—	—		—	—	—	—	—
	Total Current Assets	404 910	4 764	471		562	502	11 263	3 741	54 610
5	Less: Current Liabilities									
	Creditors and accruals	249 069	3 772	260		563	143	7 344	2 987	40 259
	Traffic revenue received in advance	174 878	—	—		—	64	—	16	21 877
	Taxation	19 944	18	—		—	37	1 987	—	—
	Dividends	5 000	—	—		—	8	—	—	—
	Bank Overdrafts	27	—	—		208	—	65	650	—
	Instalments of borrowings and hire purchase liabilities repayable within one year	24 100	—	—		—	—	1 488	—	5 151
	Group Companies advances and debts currently payable	—	—	117		—	—	—	—	—
	Other Items	—	—	—		25	—	—	223	—
	Total Current Liabilities	483 018	3 790	377		796	252	10 884	3 875	67 287
	Total Net Current Assets	(78 108)	974	94		(234)	250	379	(134)	(12 677)
6	Unamortised Costs									
	Pre-Operational training and development	—	—	—		—	—	—	—	1 289
	Other Items	—	—	—		—	—	—	—	—
7	Other Assets	15 318	—	—		50	—	—	139	—
	TOTAL ASSETS	768 625	3 537	240		831	371	24 825	995	25 431
FINANCED BY:										
8	Shareholders Fund									
	Share Capital	150 000	30	192		100	100	115	200	511
	Share premium account	—	47	—		—	—	—	—	2 440
	Reserves: Capital	—	—	—		367	—	—	252	4 169
	Self-Insurance	—	—	—		—	—	—	—	—
	Revenue	296 446	964	24		325	271	4 129	84	(388)
	Other	7 421	—	—		—	—	—	—	—
9	Borrowings etc. (Repayable more than one year ahead)									
	Advances from other group Companies	—	—	—		—	—	—	—	13 692
	Bank loans	134 369	—	—		24	—	—	—	—
	Other loans	178 511	290	—		—	—	413	—	5 007
	Hire Purchase Liabilities	—	1 067	—		15	—	7 922	—	—
10	Deferred Liabilities									
	Taxation	197	1 139	24		—	—	9 587	122	—
	Other	1 681	—	—		—	—	2 659	336	—
	TOTAL LIABILITIES	768 625	3 537	240		831	371	24 825	995	25 431

Table 2.9

(£'000 throughout)

British Island	British Midland	Brymon Airways	Dan-Air Services	IAS Cargo	Intra Airways	Laker Airways	Loganair	Monarch Airlines	Redcoat Air Cargo	Trade Winds Airways	Trans Meridian Air Cargo
31.12.78	31.12.78	31.3.79	31.12.78	31.3.79	31.12.78	31.3.79	31.3.79	30.11.78	30.6.78	30.9.78	30.9.78
2 935	4 430	670	24 186	Not Supplied	450	93 687	2 851	5 807	260	10 795	12 708
2 524	1 446	1	10 736		—	15 732	672	2 756	5	1 059	2 330
411	2 984	669	13 450		450	77 955	2 179	3 051	255	9 736	10 378
689	1 091	63	3 615		136	4 877	523	356	11	221	851
332	529	19	1 435		—	1 050	97	261	3	78	284
357	562	44	2 180		136	3 827	426	95	8	143	567
—	—	—	—		—	1 317	—	—	—	—	—
—	515	—	—		—	632	—	—	—	—	—
—	—	—	—		—	—	—	—	—	—	—
—	—	—	57		—	—	—	—	—	—	—
—	—	—	132		—	—	—	—	37	—	—
1 472	598	13	8 050		177	1 346	363	72	9	1 300	1 360
1 693	9 627	185	8 367		87	3 280	965	1 279	110	1 539	1 696
—	—	—	500		11	—	—	—	7	—	—
318	152	6	2 050		2	1 871	2	1 615	31	66	415
904	50	—	—		100	513	263	283	—	8	—
—	—	28	—		—	1 239	—	—	—	—	—
4 387	10 427	232	18 967		377	8 249	1 593	3 249	157	2 913	3 471
2 467	9 804	379	17 286		1 064	13 407	337	2 852	163	2 573	3 508
408	—	16	5 310		—	—	—	304	—	—	—
—	—	—	43		1	—	—	—	—	—	—
—	—	—	—		—	—	—	—	—	—	—
116	—	183	—		121	4 331	1 064	—	—	96	1 416
—	—	32	—		7	—	—	—	1	—	2 275
930	510	—	—		—	63	—	541	—	3	2 760
—	645	2	—		—	—	—	—	1	—	—
3 921	10 959	612	22 639		1 193	17 801	1 401	3 697	165	2 672	9 959
466	(532)	(380)	(3 672)		(816)	(9 552)	192	(448)	(8)	241	(6 488)
—	—	—	1 283		—	—	—	122	—	235	—
—	—	—	—		—	—	—	—	9	—	—
—	—	—	—		—	—	—	—	—	—	219
1 234	3 529	333	13 430		(230)	74 179	2 797	2 820	301	10 355	4 676
1 650	5 079	25	1 000		400	504	350	100	65	110	15
—	—	—	—		2	6	—	—	—	—	—
—	—	—	—		212	5 340	261	—	—	—	—
—	—	—	—		—	—	—	—	—	—	—
(883)	(1 550)	7	6 844		(1 033)	7 083	886	656	11	2 896	(467)
13	—	—	—		—	—	—	—	—	—	—
—	—	—	1 409		—	—	—	—	—	—	—
—	—	—	—		—	—	1 000	—	—	—	5 120
—	—	301	—		189	61 246	—	—	—	7 349	—
—	—	—	—		—	—	—	962	225	—	—
97	—	—	913		—	—	300	766	—	—	—
357	—	—	3 264		—	—	—	336	—	—	8
1 234	3 529	333	13 430		(230)	74 179	2 797	2 820	301	10 355	4 676

Table 2.10

Total Scheduled and Non-scheduled Services

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft-km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo* Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-km used Cargo and Mail (000)	Passengers (000)
British Airways (including BA Helicopters)	31.3.79	283 231	267 340	470 537	16 706 616	66 651 739	37 261 608	—	7 283 482	4 494 898	895 502	3 447 905
British Airtours	31.3.39	14 347	6 434	20 834	932 084	2 691 303	2 099 371	—	247 219	181 985	—	181 985
Air Anglia	31.10.78	7 331	19 413	22 114	325 834	288 473	152 884	—	29 425	15 719	473	15 246
Air Bridge Carriers	31.12.78	1 616	4 454	5 024	5 780	4 771	2 329	—	19 465	8 573	6 380	193
Air Freight	30.4.79	783	2 788	3 952	16 536	12 724	5 675	—	2 590	1 745	1 321	426
Alidair	31.7.78	1 218	4 479	4 266	157 954	73 766	41 872	—	6 471	3 534	174	3 360
Aurigny Air Services	28.2.79	1 139	20 670	6 373	209 835	16 380	11 475	—	1 564	971	50	920
Britannia Airways	31.12.78	38 997	22 872	61 567	2 678 165	5 068 957	4 589 274	—	431 085	390 236	87	390 149
British Air Ferries	31.10.78	2 448	10 102	9 663	190 825	75 252	39 966	—	11 838	6 146	2 523	3 623
British Caledonian	31.10.78	49 648	36 968	79 135	1 932 532	5 765 880	3 897 197	—	905 419	559 525	211 583	347 941
British Island Airways	31.12.78	6 064	4 420	23 096	586 710	227 269	131 434	—	28 322	15 014	3 844	11 170
British Midland Airways	31.12.78	15 213	26 633	34 293	1 187 260	1 690 440	907 652	—	229 452	109 010	37 303	71 706
Brymon Airways	31.12.78	1 049	5 094	4 705	56 759	28 725	14 933	—	2 782	1 223	4	1 219
Dan-Air Services	31.12.78	58 829	48 461	112 905	3 908 619	6 357 248	5 298 669	—	593 096	491 860	66 927	424 934
IAS Cargo Airlines	31.3.79	13 694	4 542	20 070	—	—	—	—	340 078	331 721	331 721	—
Intra Airways	31.12.78	1 810	6 491	6 420	196 510	45 989	69 548	—	15 556	8 582	3 266	5 317
Laker Airways	31.3.79	27 022	9 867	39 776	1 180 837	5 636 075	4 568 626	—	563 767	429 241	—	429 241
Loganair	31.3.79	2 937	24 079	13 913	116 396	33 692	18 021	—	3 085	930	15	915
Monarch Airlines	30.11.78	12 016	8 018	19 531	814 687	1 794 411	1 349 878	—	173 724	123 188	906	121 193
Redcoat Air Cargo	30.6.79	1 598	699	4 389	—	—	—	—	25 670	14 503	14 503	—
Tradewinds Airways	30.9.78	7 585	2 956	14 093	—	—	—	—	195 821	123 152	123 152	—
Transmeridian Air Cargo	30.9.78	7 880	2 317	16 491	—	—	—	—	214 834	118 281	118 281	—

* Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 Licences.

All Scheduled Services

Table 2.11

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft-km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Mail (000)	Tonne-km used Cargo (000)	Passengers (000)
British Airways (including BA Helicopters)	31.3.79	269 243	223 801	428 566	16 039 733	65 248 825	36 235 322	220 089	7 100 173	4 382 102	165 053	874 206	3 342 844
British Airtours	31.3.79	—	—	—	—	—	—	—	—	—	—	—	—
Air Anglia	31.10.78	6 879	17 922	20 514	321 866	285 257	151 840	947	29 106	15 613	—	472	15 142
Air Bridge Carriers	31.12.78	363	2 138	1 356	—	—	—	8 090	2 270	1 449	—	1 449	—
Air Freight	30.4.79	258	1 214	1 314	—	—	—	3 235	900	695	—	695	—
Alidair	31.7.78	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	28.2.79	1 139	20 670	6 373	209 835	16 380	11 475	880	1 564	971	5	45	920
Britannia Airways	31.12.78	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.10.78	1 752	8 828	6 988	177 094	61 938	34 165	5 865	6 995	4 432	—	1 323	3 109
British Caledonian	31.10.78	27 253	27 316	46 335	1 212 329	3 221 815	1 766 510	16 562	423 821	208 105	6 759	42 376	158 969
British Island Airways	31.12.78	5 113	22 698	20 082	573 360	215 844	122 618	9 107	23 529	12 710	284	2 008	10 418
British Midland Airways	31.12.78	5 476	17 654	17 208	606 456	409 612	213 690	1 878	34 956	17 394	2	705	16 687
Brymon Airways	31.12.78	1 045	5 079	4 689	56 635	28 650	14 902	22	2 776	1 220	—	4	1 216
Dan-Air Services	31.12.78	5 467	17 121	17 200	459 496	339 967	178 035	221	27 809	14 817	—	117	14 700
IAS Cargo Airlines	31.3.79	—	—	—	—	—	—	—	—	—	—	—	—
Intra Airways	31.12.78	722	4 192	3 280	104 629	38 448	22 956	830	3 055	1 910	—	159	1 752
Laker Airways	31.3.79	3 717	563	4 977	104 048	854 925	711 948	—	86 398	57 126	—	—	57 126
Loganair	31.3.79	1 442	17 604	7 332	83 798	15 428	8 486	—	1 404	771	—	—	771
Monarch Airlines	30.11.78	—	—	—	—	—	—	—	—	—	—	—	—
Redcoat Air Cargo	30.6.79	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds Airways	30.9.78	—	—	—	—	—	—	—	—	—	—	—	—
Transmeridian Air Cargo	30.9.78	—	—	—	—	—	—	—	—	—	—	—	—

Table 2.12

All Non-scheduled Services

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year Ending	Aircraft-km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo* Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-km used Cargo and Mail (000)	Passengers (000)
British Airways (including BA Helicopters)	31.3.79	13 988	43 539	41 971	666 833	1 402 914	1 026 286	—	183 309	112 796	21 296	105 061
British Airtours	31.3.79	14 347	6 434	20 834	932 084	2 691 303	2 099 371	—	247 219	181 985	—	181 985
Air Anglia	31.10.78	452	1 491	1 600	3 968	3 216	1 044	—	319	106	1	104
Air Bridge Carriers	31.12.78	1 253	2 316	3 668	5 780	4 771	2 329	—	17 195	7 124	6 931	193
Air Freight	30.4.79	525	1 574	2 638	16 536	12 724	5 675	—	1 690	1 050	626	426
Alldair	31.7.78	1 218	4 479	4 266	157 954	73 766	41 872	—	6 471	3 534	174	3 360
Aurigny Air Services	28.2.79	—	—	—	—	—	—	—	—	—	—	—
Britannia Airways	31.12.78	38 997	22 872	61 567	2 678 165	5 068 957	4 589 274	—	431 085	390 236	87	390 149
British Air Ferries	31.10.78	696	1 274	2 675	13 731	13 314	5 801	—	4 843	1 714	1 200	514
British Caledonian	31.10.78	22 395	9 652	32 800	720 203	2 544 065	2 130 687	—	481 598	351 420	162 448	188 972
British Island Airways	31.12.78	951	2 122	3 014	13 350	11 425	8 816	—	4 793	2 304	1 552	752
British Midland Airways	31.12.78	9 737	8 979	17 085	580 804	1 280 828	693 962	—	194 496	91 616	36 596	55 019
Brymon Airways	31.12.78	4	15	16	124	75	31	—	6	3	—	3
Dan-Air Services	31.12.78	53 362	43 382	95 705	3 449 123	6 017 281	5 120 634	—	565 287	477 043	66 810	410 234
IAS Cargo Airlines	31.3.79	13 694	4 542	20 070	—	—	—	—	340 078	331 721	331 721	—
Intra Airways	31.12.78	1 088	2 299	3 140	91 881	7 541	46 592	—	12 501	6 672	3 107	3 565
Laker Airways	31.3.79	23 305	9 304	34 799	1 076 789	4 781 150	3 856 678	—	477 369	372 115	—	372 115
Loganair	31.3.79	1 495	6 475	6 581	32 598	18 264	9 535	—	1 681	930	15	915
Monarch Airlines	31.11.78	12 016	8 018	19 531	814 687	1 794 411	1 349 878	—	173 724	123 188	906	121 193
Redcoat Air Cargo	30.6.79	1 588	699	4 389	—	—	—	—	25 670	4 503	14 503	—
Tradewinds Airways	30.9.78	7 585	2 956	14 093	—	—	—	—	195 821	123 152	123 152	—
Transmeridian Air Cargo	30.9.78	7 880	2 317	16 491	—	—	—	—	214 834	118 281	118 281	—

* Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 licences.

PART 3

UK Airports—Movements, Passengers and Cargo Statistics

Table 3.1

**Size of UK Airports
compared with five years earlier**

Airports	1979		1974		Percentage change (1979/1974)
	Terminal passengers (000)	Percentage of passengers at all UK Airports	Terminal passengers (000)	Percentage of passengers at all UK Airports	
Heathrow	27 979	49.42	20 077	50.09	39.4
Gatwick	8 695	15.36	5 119	12.77	69.9
Manchester	3 463	6.12	2 322	5.79	49.1
Glasgow	2 358	4.17	1 935	4.83	21.9
Luton	2 207	3.90	2 023	5.05	9.1
Birmingham	1 562	2.76	1 017	2.54	53.6
Belfast	1 411	2.49	1 225	3.06	15.2
Aberdeen	1 285	2.27	446	1.11	188.1
Edinburgh	1 244	2.20	791	1.97	57.3
Newcastle	854	1.51	581	1.45	47.0
Liverpool	599	1.06	499	1.25	20.0
East Midland	594	1.05	442	1.10	34.4
Prestwick	420	0.74	343	0.86	22.4
Leeds/Bradford	388	0.69	283	0.71	37.1
Isle of Man	377	0.67	430	1.07	— 12.3
Stansted	347	0.61	199	0.50	74.4
Southampton	330	0.58	309	0.77	6.8
Teesside	279	0.49	187	0.47	49.2
Cardiff	254	0.45	230	0.57	10.4
Sumburgh (i)	243	0.43	149	0.37	× ×
Bristol	238	0.42	184	0.46	29.3
Other 22 Airports	1 486	2.63	1 038	2.59	43.2

(i) Traffic at Sumburgh from March-September, 1979 not included.

Main Outputs of UK Airports 1951-1979

Table 3.2

	Total Movements (000)	Percentage Growth on Previous year	Air Transport Movements (000)	Percentage Growth on Previous Year	Terminal Passengers (000)	Percentage Growth on Previous Year
1951	499	4.0	187	-4.0	2 471	15.9
1952	514	2.9	195	4.5	2 776	12.3
1953	556	8.2	214	9.3	3 419	23.2
1954	559	0.5	232	8.7	4 004	17.1
1955	601	7.6	259	11.6	4 831	20.7
1956	602	0.2	293	13.3	5 617	16.3
1957	720	19.6	329	12.2	6 600	17.5
1958	719	-0.1	340	3.4	6 761	2.4
1959	727	1.0	358	5.5	7 867	16.3
1960	754	3.7	402	12.1	10 075	28.1
1961	810	7.4	447	11.3	12 249	21.6
1962	800	-7.2	449	0.4	13 793	12.6
1963	818	2.2	458	1.9	15 506	12.4
1964	884	8.1	480	4.9	17 649	13.8
1965	957	8.2	508	5.7	19 918	12.9
1966	1 093	14.3	556	9.6	22 582	13.4
1967	1 213	11.0	566	1.7	24 003	6.3
1968	1 279	5.5	560	-1.0	24 845	3.5
1969	1 399	9.4	591	5.6	28 064	13.0
1970	1 468	4.9	607	2.6	31 606	12.6
1971	1 618	10.2	630	3.8	34 934	10.5
1972	1 733	7.1	669	6.3	39 125	12.0
1973	1 892	9.2	719	7.3	43 125	10.2
1974	1 849	-2.3	710	-1.2	40 082	-7.1
1975	1 911	3.4	701	-1.3	41 846	4.4
1976	1 896	-0.8	740	5.6	44 666	6.7
1977	1 912	0.8	759	2.6	45 927	2.8
1978	2 029	6.1	862	13.6	52 829	15.0
1979	2 170(i)	6.9	903(i)	4.8	56 615(i)	7.2

Mean rates of growth (percentages)

	All Movements	Air Transport Movements	Terminal Passengers
1951—55	4.7	8.6	18.6
1956—60	4.7	7.4	14.4
1961—65	4.4	3.3	12.9
1966—70	7.6	2.2	8.6
1971—75	4.1	2.8	4.0
Last 20 years 1960—79	6.2	3.9	8.9
Last 10 years 1970—79	3.5	4.0	5.7
Last 5 years 1975—79	3.3	6.8	8.0

(i) Traffic at Sumburgh from March — September, 1979 not included

Table 3.3

Use of UK Airports 1965-1979

	Total		UK Operators				Overseas Operators			
	A.T. movements	Terminal passengers	Scheduled		Non Scheduled		Scheduled		Non Scheduled	
			A.T.	Terminal	A.T.	Terminal	A.T.	Terminal	A.T.	Terminal
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	508	19 918	344	12 938	41	1 814	112	4 574	11	592
1966	556	22 582	378	14 359	49	2 555	118	5 046	11	621
1967	566	24 003	380	14 907	49	2 771	124	5 521	12	804
1968	560	24 845	361	14 699	57	3 329	131	5 994	11	823
1969	591	28 064	367	15 558	72	4 678	138	6 648	14	1 180
1970	607	31 606	360	16 266	88	6 216	142	7 841	16	1 284
1971	630	34 934	362	16 851	107	8 358	145	8 245	17	1 480
1972	669	39 125	385	18 789	119	9 496	145	9 144	20	1 697
1973	719	43 125	420	21 022	130	10 197	146	9 930	23	1 976
1974	710	40 082	421	20 391	123	7 997	149	10 125	18	1 569
1975	701	31 846	398	20 654	136	8 538	147	10 802	20	1 851
1976	740	44 666	413	21 722	153	8 902	150	11 865	24	2 177
1977	759	45 927	414	21 172	174	9 319	146	13 042	25	2 395
1978	862	52 829	479	25 328	204	10 539	151	14 284	29	2 678
1979 (i)	903	56 615	517	27 738	200	10 906	156	15 113	30	2 858

(i) Traffic at Sumburgh from March – September, 1979 not included

Table 3.4

Movements at UK Airports by Purpose
1965-1979

	Commercial				Non-commercial			
	Total	Total	Air transport	Other	Total	Aero-club & private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	957	541	508	34	415	258	59	98
1966	1 093	590	556	34	503	330	68	106
1967	1 213	598	566	32	615	383	116	116
1968	1 279	596	560	36	683	434	149	101
1969	1 399	639	591	47	760	510	161	89
1970	1 468	660	607	53	808	541	171	96
1971	1 618	688	630	58	930	597	235	98
1972	1 733	735	669	66	998	674	218	105
1973	1 892	803	719	85	1 089	779	210	99
1974	1 849	792	710	82	1 057	782	180	95
1975	1 911	781	701	80	1 130	842	187	101
1976	1 896	821	740	81	1 075	806	160	109
1977	1 912	846	759	87	1 066	780	169	116
1978	2 029	949	862	87	1 080	803	168	109
1979 (i)	2 170	987	903	84	1 183	921	144	118

(i) Traffic at Sumburgh from March – September, 1979 not included

Table 3.5

Aircraft Movements 1965 to 1979

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick	58 440	65 248	70 552	73 045	87 974	92 185	102 509	105 142	111 104	105 320	105 035	108 726	109 876	125 876	140 886	7.6	11.9
+ Heathrow	206 336	224 099	236 449	247 498	258 374	270 286	273 242	279 291	293 867	288 179	276 087	278 108	265 002	292 055	299 027	2.1	2.4
+ Luton	30 714	41 120	42 769	48 031	51 020	52 174	69 597	61 408	61 592	47 196	52 488	58 772	61 586	58 741	58 469	2.2	-0.5
+ Southend	35 173	35 553	35 355	42 852	52 760	53 977	60 827	60 358	71 021	62 283	61 817	61 481	63 769	65 846	72 686	4.0	10.4
+ Stansted	31 704	28 091	32 929	38 579	42 477	44 486	41 647	33 859	30 505	32 032	33 669	27 921	28 528	31 421	37 244	3.3	18.5
TOTAL (London Area)	362 367	394 111	418 054	450 005	492 605	513 108	547 822	540 058	568 089	535 010	529 096	535 008	528 761	573 939	608 312	3.6	6.0
Westland Heliport (Battersea)	1 761	2 767	2 979	4 084	5 248	6 884	7 484	9 087	12 380	11 621	9 112	9 239	8 659	9 558	9 638	1.5	0.8
Other UK Airports																	
+ Aberdeen	15 715	16 858	19 127	18 119	24 101	22 498	30 085	42 604	50 664	69 099	82 624	82 113	92 771	96 654	100 815	5.8	4.3
+ Belfast	21 015	28 911	27 087	26 516	33 172	47 335	55 556	69 244	79 686	74 703	72 985	74 873	75 450	72 997	74 095	0.1	1.5
+ Benbecula	2 208	2 235	1 614	1 672	2 048	2 842	2 336	2 552	2 626	2 392	2 721	3 555	3 561	3 411	3 531	4.9	3.5
+ Birmingham	47 953	45 744	51 704	53 182	46 698	46 326	58 272	62 338	65 276	59 589	62 450	66 280	66 076	70 956	70 572	3.2	-0.5
+ Blackpool	42 327	43 126	48 932	57 799	51 612	60 543	63 069	78 399	80 458	72 817	82 982	85 668	92 077	87 385	92 442	2.4	5.8
+ Bournemouth	34 624	26 895	32 257	33 680	42 312	49 088	60 270	64 983	66 309	71 434	61 764	53 500	47 645	59 370	73 060	4.5	23.1
+ Bristol	27 575	27 563	34 815	29 296	31 806	30 677	30 147	32 008	33 079	29 054	28 029	28 257	28 094	27 630	34 464	4.0	24.7
+ Cambridge	35 298	59 846	65 630	58 878	38 131	38 957	40 736	38 159	38 544	31 886	38 578	42 490	43 594	46 097	47 722	5.2	3.5
+ Cardiff	20 707	22 384	28 365	30 365	24 064	25 999	33 096	32 710	37 154	43 983	56 045	42 672	36 470	36 370	39 121	-8.4	7.6
+ Coventry	..	24 265	25 707	32 013	32 718	33 002	31 946	44 034	36 283	44 907	58 307	59 442	58 414	56 478	57 496	-0.8	1.8
+ East Midlands	9 907	18 557	26 090	31 657	37 855	35 170	39 675	54 964	57 441	54 260	51 854	55 145	52 121	52 870	55 622	1.0	5.2
+ Edinburgh	44 547	50 257	61 913	61 831	55 983	58 616	60 166	57 898	60 002	59 511	71 774	69 156	65 793	62 211	76 997	0.4	23.8
+ Exeter	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Glasgow	33 235	37 253	42 271	45 062	70 514	71 187	78 284	81 446	84 322	86 191	74 622	75 953	68 705	80 274	87 249	3.8	8.7
+ Gloucester/Cheltenham	..	..	..	..	48 421	44 831	52 179	55 030	46 670	41 942	42 790	39 564	40 895	37 929	43 615	-0.1	15.0
+ Hawarden	5 913	6 523	5 644	5 407	9 086	10 314	6 302	5 636	6 656	12 826	12 704	17 827	15 876	16 803	20 306	9.2	20.8
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Inverness	3 152	2 720	3 495	3 806	5 676	6 725	7 828	9 210	14 743	13 927	19 403	21 487	24 059	27 856	24 598	7.6	-11.7
+ Islay	1 084	1 160	1 153	1 222	1 175	1 221	1 348	1 350	2 177	2 121	1 597	1 649	2 007	2 218	2 807	15.3	26.6
+ Isle of Man	14 468	16 147	15 614	14 403	14 154	14 235	17 619	21 085	22 764	22 349	24 600	23 105	25 487	29 351	33 900	9.2	15.5
+ Isles of Scilly	3 709	3 448	3 271	3 254	3 941	3 962	3 501	3 783	4 901	4 756	5 329	5 360	5 425	4 964	5 374	-0.6	8.3
+ Kirkwall	2 727	2 787	3 072	4 183	5 186	5 779	6 221	8 126	9 565	13 548	13 414	13 575	14 087	15 335	15 020	3.5	-2.1
+ Leeds/Bradford	38 356	42 010	42 432	40 211	38 469	37 455	37 939	38 469	42 139	44 427	48 568	43 896	42 682	47 874	49 845	1.4	4.1
+ Liverpool	30 272	34 715	40 112	44 854	52 427	54 344	56 472	66 569	72 955	76 098	67 285	64 834	57 443	58 377	75 514	1.3	29.4
+ Lydd	22 994	23 523	19 458	20 474	20 712	18 177	9 476	12 993	12 769	16 994	45 325	32 895	34 807	38 892	60 884	7.9	56.5
+ Manchester	47 033	49 875	50 912	51 599	52 536	55 478	60 876	64 758	66 401	65 365	68 525	74 118	76 127	77 667	75 357	2.4	-3.0
+ Manston	..	..	..	..	..	..	..	2 575	3 891	4 156	3 168	4 435	4 556	2 104	..	..	..
+ Newcastle	18 184	17 116	23 156	25 068	28 954	22 514	29 141	33 448	32 724	27 612	31 250	33 359	30 387	37 379	37 648	5.0	0.7
+ Norwich	..	..	..	..	..	..	..	..	19 322	22 983	18 991	16 281	23 407	28 940	33 084	18.4	14.3
+ Penzance Heliport	3 059	3 123	4 140	3 154	3 230	3 294	3 118	3 008	3 623	3 648	3 993	4 423	4 594	4 156	4 276	0.7	2.9
+ Prestwick	24 918	24 479	19 625	29 960	34 153	44 102	41 812	46 251	47 245	43 474	51 123	49 752	47 444	40 209	39 599	-7.0	-1.5
+ Southampton	12 713	16 403	17 859	27 356	16 204	21 257	34 249	33 800	37 983	41 906	50 036	43 259	45 270	49 363	49 306	1.0	-0.1
+ Stornoway	2 063	2 110	2 425	2 631	2 525	2 410	2 553	5 201	3 556	3 152	3 357	5 306	4 790	4 951	6 532	13.5	31.9
+ Sumburgh	1 062	1 231	1 199	1 329	1 893	2 381	3 876	6 078	9 033	16 935	22 181	25 507	38 453	47 831	(i) 18 727	..	..
+ Swansea	..	4 643	21 121	20 974	19 856	15 456	17 029	14 572	14 866	15 409	21 184	12 605	10 672	2 378	16 943	-19.1	612.5
+ Teesside	11 152	23 444	25 557	22 281	23 013	24 708	30 869	32 264	41 690	38 529	37 562	39 943	48 243	50 404	47 250	7.2	-6.3
+ Tiree	1 241	1 248	1 273	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	855	715	761	894	0.8	17.5
+ Wick	3 968	2 784	3 238	2 927	2 832	2 961	3 212	4 248	3 773	3 557	3 529	5 386	5 584	6 422	7 399	18.0	15.2
TOTAL other U.K. Airports	583 179	683 383	770 268	806 327	876 653	914 937	1 010 272	1 130 904	1 236 717	1 270 139	1 372 338	1 351 555	1 374 846	1 445 804	1 551 601	3.2	7.3
TOTAL all reporting U.K. Airports	947 307	1 080 261	1 191 301	1 260 416	1 374 506	1 434 929	1 565 578	1 680 049	1 817 186	1 816 770	1 910 546	1 895 802	1 912 266	2 029 301	2 169 551	3.3	6.9
Channel Islands Airports*																	
Alderney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Guernsey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jersey	..	..	..	..	..	..	..	..	..	..	..	..	..	66 220	65 488	..	-1.1
TOTAL (Channel Is Airports)	..	..	..	..	..	..	..	..	..	..	..	..	..	66 220	65 488	..	-1.1

(i) Traffic at Sumburgh from March—September, 1979 not included

Aircraft Movements 1979

Table 3.6

Commercial Movements							Non-commercial Movements				
	Total	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	140 886	114 866	30	7 886	27	1 883	292	1	15 303	97	501
+ Heathrow	299 027	276 187	—	83	2	447	4 059	3	17 350	150	746
+ Luton	58 469	23 654	107	5 867	244	3 699	632	8 991	15 110	4	161
+ Southend	72 686	13 917	282	21	—	4 266	—	33 088	20 960	152	—
+ Stansted	37 244	5 179	—	880	4	16 794	395	313	12 902	737	40
TOTAL (London Area)	608 312	433 803	419	14 737	277	27 089	5 378	42 396	81 625	1 140	1 448
Westland Heliport (Battersea)	9 638	3 004	104	2 965	51	—	—	—	2 171	—	1 343
Other UK Airports											
+ Aberdeen	100 815	59 692	7	9 020	1	12 299	237	18 997	268	1	293
+ Belfast	74 095	25 377	665	1 083	601	299	25	14 876	4 264	20	26 885
+ Benbecula	3 531	2 472	—	4	140	—	268	—	136	2	509
+ Birmingham	70 572	32 171	—	1 057	151	1 169	667	22 858	12 199	54	246
+ Blackpool	92 442	6 233	2 476	1 210	113	5 459	13	65 109	11 427	4	398
+ Bournemouth	73 060	7 728	739	804	1	7 070	—	32 679	14 638	46	9 355
+ Bristol	34 464	6 575	—	471	8	320	188	18 808	7 931	4	159
+ Cambridge	47 722	1 219	—	288	122	5 476	53	19 539	4 577	17	16 431
+ Cardiff	39 121	8 326	—	653	3	3 078	7	23 233	3 315	322	184
+ Coventry	57 496	740	308	383	31	5 284	40	42 452	8 110	21	127
+ East Midlands	55 622	12 917	66	2 362	502	6 402	744	18 243	13 983	29	374
+ Edinburgh	76 997	26 580	—	557	—	2 097	976	19 396	7 977	65	19 349
+ Exeter	40 959	5 819	—	165	1 763	1 375	173	18 752	8 466	41	4 405
+ Glasgow	87 249	48 942	3	1 972	365	1 860	1 883	15 639	10 517	70	5 998
+ Gloucester/Cheltenham	43 615	913	130	—	2 198	8 739	—	23 750	7 403	—	482
+ Hawarden	20 306	406	—	—	—	792	—	16 622	2 296	—	190
+ Humberside	28 578	5 603	63	1 908	1 200	896	28	17 855	1 019	—	6
+ Inverness	24 598	7 014	—	269	3 418	5 054	—	7 873	847	15	108
+ Islay	2 807	1 923	—	45	326	16	—	—	426	13	58
+ Isle of Man	33 900	11 014	12	791	2 977	9 194	—	7 690	1 372	18	832
+ Isles of Scilly	5 374	4 540	—	—	123	10	69	—	568	—	64
+ Kirkwall	15 020	11 315	60	1 038	598	70	79	1 269	527	—	64
+ Leeds/Bradford	49 845	11 985	26	650	608	1 083	401	23 990	10 926	42	134
+ Liverpool	75 514	16 656	—	1 699	209	4 993	261	28 905	22 130	12	649
+ Lydd	60 884	3 410	1 730	594	1 578	755	—	40 641	11 557	20	599
+ Manchester	75 357	49 565	310	3 293	177	564	2 541	10 625	7 904	27	351
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	37 648	17 671	359	720	193	2 519	14	7 706	8 001	—	465
+ Norwich	33 084	12 251	196	541	1 448	10 824	775	—	6 975	—	74
+ Penzance Heliport	4 276	4 018	—	2	114	60	14	—	50	—	18
+ Prestwick	39 599	9 565	—	160	57	9 187	632	12 384	3 053	—	4 561
+ Southampton	49 306	13 584	22	739	457	2 746	313	22 730	8 436	11	268
+ Stornoway	6 532	4 997	—	658	39	54	73	142	127	17	425
+ Sumburgh (i)	18 727	14 180	—	1 910	1 136	1 382	12	39	19	—	49
+ Swansea	16 943	1 534	4	172	272	188	116	10 560	3 919	64	114
+ Tees-side	47 250	12 652	102	1 318	344	5 481	192	18 748	6 383	10	2 020
+ Tree	894	820	—	14	—	8	4	20	12	2	14
+ Wick	7 399	5 612	1	177	16	61	91	1 240	74	—	127
TOTAL other UK Airports	1 551 601	466 019	7 279	36 727	21 289	116 864	10 889	583 370	211 832	947	96 385
TOTAL all reporting UK Airports	2 169 551	902 826	7 802	54 429	21 617	143 953	16 267	625 766	295 628	2 087	99 176
Channel Islands Airports											
+ Alderney	10 330	10 330	—	—	—	—	—	—	—	—	—
+ Guernsey	33 444	33 444	—	—	—	—	—	—	—	—	—
+ Jersey	65 488	52 065	—	1	—	—	—	—	13 050	—	372
TOTAL (Channel Islands Airports)	109 262	95 839	—	1	—	—	—	—	13 050	—	372

(i) Traffic at Sumburgh from March-September, 1979 not included

Table 3.7

Air Transport Movements 1965 to 1979

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick	28 604	33 239	36 887	37 636	48 868	53 615	63 796	72 591	75 119	72 007	73 551	79 840	84 402	99 007	114 866	11.7	16.0
+ Heathrow	192 368	209 306	221 004	228 693	235 986	246 021	249 391	256 800	267 647	265 890	253 891	256 125	242 882	268 800	276 187	2.2	2.7
+ Luton	3 895	6 033	7 839	9 503	18 136	22 354	27 923	31 257	30 735	20 830	18 580	18 807	20 735	20 417	23 654	5.8	15.9
+ Southend	30 133	29 076	27 360	19 638	19 740	18 395	21 204	13 741	15 255	11 717	11 360	11 981	14 630	15 077	13 197	6.6	-7.7
+ Stansted	118	206	366	2 991	5 270	6 164	5 665	4 050	2 868	2 873	3 354	3 532	4 244	4 399	5 179	11.5	17.7
TOTAL (London Area)	255 118	277 860	293 456	298 461	328 000	346 549	367 979	378 839	391 624	373 317	360 736	370 285	366 893	407 700	433 803	4.8	6.4
Westland Heliport (Battersea)	654	355	357	546	762	1 032	1 335	2 188	3 256	3 113	2 720	2 228	2 368	2 768	3 004	4.2	8.5
Other UK Airports																	
+ Aberdeen	3 089	3 628	3 803	3 780	4 885	4 252	4 486	5 848	7 799	19 465	31 454	43 410	51 027	57 405	59 692	16.9	4.0
+ Belfast	18 171	25 071	23 287	22 632	22 087	22 559	22 814	24 230	25 585	24 148	21 569	21 288	22 009	23 081	25 377	4.1	9.9
+ Benbecula	1 259	1 240	1 190	1 218	1 186	1 179	1 197	1 224	1 182	1 653	1 911	2 668	2 509	2 514	2 472	4.7	-1.7
+ Birmingham	13 055	13 621	14 207	14 572	13 721	13 769	15 271	18 225	21 585	20 398	19 972	21 875	21 672	27 666	32 171	12.6	16.3
+ Blackpool	7 533	7 854	6 750	5 320	5 270	4 108	4 174	4 114	4 512	5 265	4 904	4 606	4 798	5 660	6 233	7.1	10.1
+ Bournemouth	11 990	2 473	1 018	1 412	1 795	2 133	2 084	3 568	4 923	6 425	6 429	6 275	7 538	7 390	7 728	5.5	4.6
+ Bristol	9 599	9 670	9 412	8 185	6 002	6 071	7 167	7 694	8 035	6 634	7 063	6 622	6 585	6 496	6 575	-1.6	1.2
+ Cambridge	672	701	786	641	470	686	615	894	841	627	593	801	912	948	1 219	17.5	28.6
+ Cardiff	7 523	7 198	7 098	6 912	5 006	5 756	6 006	6 129	7 291	6 930	6 255	6 093	6 653	8 161	8 326	9.0	2.0
+ Coventry	..	941	440	267	349	293	276	765	523	108	166	71	254	673	740	68.9	10.0
+ East Midlands	3 199	4 973	6 717	7 148	7 970	5 846	6 292	8 718	11 189	10 798	11 325	11 930	11 445	12 483	12 917	3.1	3.5
+ Edinburgh	8 693	10 383	11 539	11 946	11 619	10 751	12 806	13 880	15 645	15 350	18 263	19 947	20 512	21 761	26 580	8.7	22.1
+ Exeter	..	..	..	..	..	..	..	..	2 672	3 142	2 969	2 909	2 669	4 669	5 819	20.0	24.6
+ Glasgow	26 636	30 907	34 414	31 800	33 889	34 820	36 200	37 823	43 268	42 722	34 766	37 638	35 553	44 529	48 942	8.9	9.9
Gloucester/Cheltenham	..	..	..	..	767	1 315	1 361	1 149	1 631	1 515	481	641	871	1 127	913	20.3	-19.0
Hawarden	3 279	3 400	2 782	2 642	646	626	72	..	..	..	..	..	56	929	406	..	-56.3
Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Inverness	1 749	1 725	2 163	2 402	2 962	3 252	3 420	3 896	4 531	5 873	5 916	7 021	7 849	8 030	7 014	4.9	-12.7
Islay	986	965	935	1 023	965	1 016	1 002	856	1 352	1 505	959	864	1 334	1 476	1 923	21.3	30.3
+ Isle of Man	12 129	13 596	12 950	11 747	10 877	10 979	10 956	11 337	11 865	11 635	10 780	10 405	9 687	10 191	11 014	0.2	8.1
Kirkwall	2 401	2 502	2 626	3 723	4 350	4 688	4 896	5 414	5 927	7 253	7 434	8 924	10 242	11 146	11 315	11.2	1.5
+ Leeds/Bradford	10 303	10 215	9 909	9 865	9 831	7 747	7 701	7 957	8 710	9 262	9 269	10 100	9 780	10 732	11 985	5.9	11.7
+ Liverpool	16 837	19 655	17 639	18 313	16 514	15 022	14 669	15 634	15 917	14 709	12 016	11 085	8 639	10 047	16 656	5.7	65.8
+ Lydd	22 119	22 962	18 459	14 296	12 063	7 588	186	185	171	941	4 053	4 293	4 368	4 137	3 410	-3.8	-17.6
+ Manchester	34 072	35 463	35 503	37 031	36 023	39 578	42 264	46 751	47 729	45 545	45 981	46 715	46 826	50 969	49 565	2.4	-2.8
+ Manston	..	..	..	..	..	..	..	1 078	1 352	1 333	1 184	1 111	1 424	580	..	..	..
+ Newcastle	7 301	7 234	7 200	7 023	8 476	7 131	8 005	9 339	11 997	11 804	11 987	13 384	13 892	16 928	17 671	10.6	4.4
+ Norwich	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance Heliport	2 938	2 912	2 972	2 897	3 032	3 008	2 861	2 872	4 337	4 595	6 427	6 839	9 780	10 895	12 251	23.3	12.4
+ Prestwick	9 742	12 872	11 084	13 189	11 776	12 137	11 572	12 876	11 640	9 400	9 880	10 102	8 762	8 185	9 565	-2.7	16.9
+ Southampton	3 040	11 733	12 528	8 274	7 803	10 555	10 976	11 071	11 052	10 865	11 568	10 967	10 853	11 598	13 584	3.9	17.1
Stornoway	1 050	1 113	1 092	1 094	1 298	1 837	1 828	1 934	2 086	1 951	2 196	3 339	3 303	3 441	4 997	8.2	45.2
+ Sumburgh	872	941	824	828	837	1 882	2 822	3 622	4 250	11 412	12 498	15 740	23 620	35 069	(i) 14 180	..	..
Swansea	..	161	967	206	150	126	217	158	232	548	515	665	500	317	1 534	15.5	383.9
+ Teesside	2 557	2 706	2 049	2 947	4 289	2 408	2 252	3 208	4 706	5 259	5 170	6 157	8 197	13 607	12 652	29.5	-7.0
Tiree	1 178	1 181	1 192	1 043	934	998	875	886	810	794	691	750	656	709	820	2.9	15.7
Wick	2 573	2 460	2 628	2 472	2 408	2 468	2 528	2 654	2 619	2 651	2 611	3 859	4 377	4 817	5 612	19.2	16.5
TOTAL other U.K. Airports	249 959	275 456	269 098	259 745	253 624	249 994	252 809	279 815	315 422	329 766	337 048	367 408	389 850	452 000	466 019	8.9	3.1
TOTAL all reporting U.K. Airports	505 731	553 671	562 911	558 752	582 386	597 575	622 123	660 842	710 302	706 196	700 504	739 921	759 111	862 468	902 826	6.8	4.7
Channel Islands Airports																	
Alderney	3 097	3 040	2 887	6 505	7 744	9 968	10 993	10 501	11 359	8 943	9 154	8 928	8 295	8 895	10 330	2.4	16.1
Guernsey	17 089	15 583	16 936	20 287	28 699	30 047	29 731	33 997	32 219	32 068	31 607	31 846	33 907	33 444	33 444	1.5	-1.4
Jersey	32 387	31 185	30 451	30 422	42 592	48 055	49 808	51 378	59 909	54 266	54 864	54 326	54 058	53 143	52 064	-1.3	-2.0
TOTAL (Channel Is Airports)	52 573	49 808	50 274	57 214	79 035	88 070	90 346	91 610	105 265	95 428	96 086	94 861	94 199	95 945	95 838	0.1	-0.1

(i) Traffic at Sumburgh from March—September, 1979 not included

Air Transport Movements for 1979 Total Compared with A Year Earlier

Table 3.8

	International				Domestic				Total 1979		Total 1978		Percentage Change	
	Scheduled		Charter		Scheduled		Charter							
	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	32 179	815	49 779	2 993	25 973	2 134	469	524	108 400	6 466	92 193	6 814	17.6	-5.1
+ Heathrow	198 756	13 951	92	145	62 600	627	15	1	261 463	14 724	253 334	15 466	3.2	-4.8
+ Luton	68	20	20 352	1 241	275	—	1 232	466	21 927	1 727	19 832	585	10.6	195.2
+ Southend (a)	6 688	—	3 154	—	990	—	3 085	—	13 917	—	15 077	—	-7.7	—
+ Stansted	216	1	2 985	738	1 090	1	89	59	4 380	799	3 155	1 244	38.8	-35.8
TOTAL (London Area)	237 907	14 787	76 362	5 117	90 928	2 762	4 890	1 050	410 087	23 716	383 591	24 109	6.9	-1.6
Westland Heliport (Battersea) (a)	—	—	—	—	—	—	3 004	—	3 004	—	2 768	—	8.5	—
Other UK Airports														
+ Aberdeen	3 273	3	21 198	478	14 397	20	19 782	541	58 650	1 042	56 535	870	3.7	19.8
+ Belfast	484	5	826	34	20 409	1 424	886	1 309	22 605	2 772	20 359	2 722	11.0	1.8
+ Benbecula	—	—	—	—	2 467	5	—	—	2 467	5	2 491	23	-1.0	-78.3
+ Birmingham	8 335	—	6 695	14	16 512	5	607	3	32 149	22	27 589	77	16.5	-71.4
+ Blackpool	1 251	21	74	—	2 883	479	445	1 080	4 653	1 580	4 295	1 365	8.3	15.8
+ Bournemouth	31	1	433	30	4 024	2 528	593	88	5 081	2 647	4 918	2 472	3.3	7.1
+ Bristol	2 201	5	1 406	12	2 488	5	220	238	6 315	260	6 462	34	-2.3	664.7
+ Cambridge	2	—	471	—	526	—	220	—	1 219	—	948	—	28.6	—
+ Cardiff	2 476	2	1 323	13	4 385	2	123	2	8 307	19	8 155	6	1.9	216.7
+ Coventry	9	—	427	40	52	1	196	15	684	56	656	17	4.3	229.4
+ East Midlands	2 857	360	2 898	587	4 483	2	988	742	11 226	1 691	11 346	1 137	-1.1	48.7
+ Edinburgh	4 496	1	1 127	11	18 598	482	1 098	767	25 319	1 261	21 232	529	19.2	138.4
+ Exeter	924	—	272	28	4 346	1	248	—	5 790	29	4 649	20	24.5	45.0
+ Glasgow	6 095	1 251	4 007	21	28 731	450	7 938	449	46 771	2 171	42 299	2 230	10.6	-2.6
+ Gloucester/Cheltenham (a)	—	—	—	—	570	—	343	—	913	—	1 127	—	-19.0	—
+ Hawarden (a)	—	—	—	—	406	—	—	—	406	—	929	—	-56.3	—
+ Humberside	490	—	374	18	3 962	—	757	2	5 583	20	5 429	9	2.8	122.2
+ Inverness	4	—	545	—	5 926	—	539	—	7 014	—	8 027	3	-12.6	—
+ Islay	—	—	—	—	1 599	—	324	—	1 923	—	1 475	1	30.4	—
+ Isle of Man	568	—	4	—	10 085	350	7	—	10 664	350	9 820	371	8.6	-5.7
+ Isles of Scilly (a)	—	—	—	—	4 528	—	12	—	4 540	—	4 360	—	4.1	—
+ Kirkwall	—	—	172	1	9 034	61	2 041	6	11 247	68	11 057	89	1.7	-23.6
+ Leeds/Bradford	2 439	2	729	25	7 758	3	890	139	11 816	169	10 708	24	10.3	604.2
+ Liverpool	2 524	1 478	1 935	189	7 171	19	1 069	2 271	12 699	3 957	8 622	1 425	47.3	177.7
+ Lydd	1 703	1 701	—	—	—	—	6	—	1 709	1 701	2 067	2 070	-17.3	-17.8
+ Manchester	15 070	1 891	14 950	164	16 590	38	845	17	47 455	2 110	47 129	3 840	0.7	-45.1
+ Manston	—	—	—	—	—	—	—	—	—	—	580	—	—	—
+ Newcastle	3 736	3	3 009	9	9 152	315	1 319	128	17 216	455	16 790	138	2.5	229.7
+ Norwich	2 927	2	707	17	7 328	7	1 019	244	11 981	270	10 862	33	10.3	718.2
+ Penzance Heliport (a)	—	—	322	—	3 682	—	14	—	4 018	—	3 836	—	4.7	—
+ Prestwick	2 863	1 030	1 368	83	3 159	599	443	20	7 833	1 732	6 378	1 807	22.8	-4.2
+ Southampton	2 552	4	538	155	9 678	27	624	6	13 392	192	11 392	206	17.6	-6.8
+ Stornoway	22	—	17	2	2 830	13	2 082	31	4 951	46	3 399	42	45.7	9.5
+ Sumburgh (i)	—	—	7 460	330	1 589	1	4 571	229	13 620	560	34 588	481	—	—
+ Swansea	—	—	22	—	1 148	2	362	—	1 532	2	316	1	384.8	100.0
+ Tees-side	925	—	1 545	98	7 508	—	2 552	24	12 530	122	13 591	16	-7.8	662.5
+ Tiree	—	—	—	—	767	—	53	—	820	—	701	8	17.0	—
+ Wick	—	—	16	6	4 973	13	591	13	5 580	32	4 755	62	17.4	-48.4
TOTAL other UK Airports	68 257	7 760	74 870	2 365	243 744	6 852	53 807	8 364	440 678	25 341	395 284	21 647	11.5	17.1
TOTAL all reporting UK Airports	306 164	22 547	151 232	7 482	334 672	9 614	61 701	9 414	853 769	49 057	781 643	45 756	9.2	7.2
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	10 330	—	8 895	—	16.1	—
+ Guernsey	—	—	—	—	—	—	—	—	33 444	—	33 907	—	-1.4	—
+ Jersey	—	—	—	—	—	—	—	—	52 064	—	53 143	—	-2.0	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	95 838	—	95 945	—	-0.1	—

(a) No breakdown given between Passengers and Cargo Aircraft for these Airports: All movements are allocated to passenger Aircraft.

(i) Traffic at Sumburgh from March-September, 1979 not included

Table 3.9

Air Transport Movements by Type and Nationality of Operator 1979

	Total	Scheduled Services		Charter Flights			
		UK operators British Airways	Others	Overseas operators	UK operators British Airways	Others	Overseas operators
London Area Airports							
+ Gatwick	114 866	5 147	49 903	6 051	5 968	37 416	10 381
+ Heathrow	276 187	129 585	18 461	127 888	40	89	124
+ Luton	23 654	1	277	85	48	20 857	2 386
+ Southend	13 917	—	7 678	—	—	5 857	382
+ Stansted	5 179	24	1 208	76	1	1 076	2 794
TOTAL (London Area)	433 803	134 757	77 527	134 100	6 057	65 295	16 067
Westland Heliport (Battersea)	3 004	—	—	—	52	2 952	—
Other UK Airports							
+ Aberdeen	59 692	11 382	6 311	—	8 181	32 993	825
+ Belfast	25 377	14 221	7 643	458	—	2 295	760
Benbecula	2 472	596	1 876	—	—	—	—
+ Birmingham	32 171	12 864	9 721	2 267	203	5 610	1 506
+ Blackpool	6 233	1	4 633	—	—	1 582	17
+ Bournemouth	7 728	28	6 550	6	1	1 088	55
Bristol	6 575	2 123	2 040	536	1	1 103	772
+ Cambridge	1 219	—	528	—	—	414	277
+ Cardiff	8 326	2 063	4 698	104	2	844	615
+ Coventry	740	2	60	—	5	619	54
+ East Midlands	12 917	16	7 661	25	9	4 738	468
+ Edinburgh	26 580	9 903	13 011	663	8	2 557	438
+ Exeter	5 819	—	5 275	—	—	478	66
+ Glasgow	48 942	18 383	13 763	4 381	90	11 480	845
Gloucester/Cheltenham	913	—	570	—	—	343	—
Hawarden	406	—	406	—	—	—	—
Humberside	5 603	—	4 452	—	—	1 072	79
Inverness	7 014	3 670	2 259	1	4	1 034	46
Islay	1 923	—	1 599	—	—	324	—
+ Isle of Man	11 014	2 179	8 824	—	—	7	4
Isles of Scilly	4 540	3 682	846	—	12	—	—
+ Kirkwall	11 315	2 712	6 383	—	375	1 826	19
+ Leeds/Bradford	11 985	4 165	5 996	41	—	1 733	50
+ Liverpool	16 656	260	8 368	2 589	135	4 739	565
+ Lydd	3 410	—	3 404	—	—	6	—
+ Manchester	49 565	19 830	5 505	8 254	767	12 831	2 378
Manston	—	—	—	—	—	—	—
+ Newcastle	17 671	3 832	9 374	—	5	3 458	1 002
Norwich	12 251	—	10 264	—	—	1 779	208
Penzance Heliport	4 018	3 682	—	—	336	—	—
+ Prestwick	9 565	3 900	1 401	2 350	4	470	1 440
+ Southampton	13 584	1 342	10 919	—	2	1 170	151
Stornoway	4 997	1 234	1 609	22	3	2 105	24
+ Sumburgh (i)	14 180	1 118	472	—	3 688	8 497	405
Swansea	1 534	—	1 150	—	—	361	23
+ Tees-side	12 652	9	8 424	—	—	3 827	392
Tiree	820	—	767	—	—	53	—
Wick	5 612	966	4 020	—	5	608	13
TOTAL other UK Airports	466 019	124 163	180 782	21 697	13 836	112 044	13 497
TOTAL all reporting UK Airports	902 826	258 920	258 309	155 797	19 945	180 291	29 564
Channel Islands Airports							
Alderney	10 330	—	9 329	—	—	1 001	—
Guernsey	33 444	2 705	27 700	1 335	—	1 630	74
Jersey	52 064	8 302	38 003	664	8	4 283	804
TOTAL (Channel Islands Airports)	95 838	11 007	75 032	1 999	8	6 914	878

(i) Traffic at Sumburgh from March-September, 1979 not included.

Table 3.10

Air Transport Landings Diverted from/to United Kingdom Reporting Airports

Classified by Airport of Intended Landing and Actual Landing

Intended Landing	Aberdeen	Belfast	Benbecula	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cardiff	Coventry	East Midlands	Edinburgh	Exeter	Gatwick	Glasgow	Hawarden	Heathrow	Humberside	Inverness	Islay	Isle of Man	Isles of Scilly	Kirkwall	Leeds	Liverpool	Luton	Lydd	Manchester	Manston	Newcastle	Norwich	Prestwick	Southampton	Southend	Stansted	Stornoway	Sumburgh	Swansea	Tees-side	Tiree	Wick	Other Internal	Overseas	All Airports	
Aberdeen	—	—	1	—	1	—	—	—	—	—	—	43	—	—	19	—	—	—	18	—	—	—	4	—	—	—	—	—	—	—	2	1	—	—	—	—	—	—	—	—	—	1	—	—	90
Belfast	—	—	—	—	5	—	—	—	—	—	9	—	—	1	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	26	
Benbecula	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	
Birmingham	—	—	—	—	—	—	1	—	6	—	38	—	4	1	—	—	10	—	—	—	—	—	—	—	—	—	12	57	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	131	
Blackpool	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5		
Bournemouth	—	—	—	—	—	—	—	—	—	—	—	—	1	2	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	5	—	—	—	—	—	—	—	—	—	9		
Bristol	—	—	—	7	—	3	—	—	10	—	1	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28	
Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cardiff	—	—	—	8	—	—	6	—	—	—	—	—	—	4	—	—	2	—	—	—	—	—	—	—	—	2	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23	
Coventry	—	—	—	2	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	
East Midlands	—	—	—	36	—	1	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	8	18	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	74	
Edinburgh	—	—	—	—	—	—	—	—	—	—	1	—	—	—	68	—	2	—	—	—	—	—	—	—	—	—	—	1	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	74	
Exeter	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	
Gatwick	—	—	—	19	1	—	2	—	6	—	5	2	8	—	—	—	137	—	—	—	—	—	—	—	—	1	42	18	—	—	—	10	—	—	—	—	—	—	—	—	—	—	—	343	
Glasgow	—	—	—	3	1	45	2	—	—	—	1	56	—	5	—	—	—	—	—	—	—	—	—	—	—	—	1	8	—	6	—	88	—	—	—	—	—	—	—	—	—	—	—	171	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	
Heathrow	—	—	—	39	—	11	4	—	3	—	5	2	2	137	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	—	84	3	—	—	—	—	—	—	—	—	—	—	468	
Humberside	—	—	—	—	—	—	—	—	—	—	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	27	
Inverness	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	
Islay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	
Isle of Man	—	—	—	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16	
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	
Kirkwall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8	
Leeds	—	—	—	6	—	—	—	—	—	—	39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	245
Liverpool	—	—	—	4	1	—	—	—	1	—	5	—	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30
Luton	—	—	—	64	—	—	—	—	2	—	63	—	—	47	—	—	16	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	287
Lydd	—	—	—	—	—	—	—	—	—	—	1	—	—	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7	
Manchester	—	—	—	64	44	—	—	—	2	—	20	—	1	9	1	—	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1211
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Newcastle	—	—	—	—	—	—	—	—	—	—	7	4	—	1	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	51
Norwich	—	—	—	—	—	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	14
Prestwick	—	—	—	—	—	—	—	—	—	—	—	2	—	4	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12
Southampton	—	—	—	—	—	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16
Southend	—	—	—	—	—	—	—	—	—	—	1	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	6
Stansted	—	—	—	1	—	—	—	—	—	—	2	—	—	15	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	31
Stornoway	—	—	—	—	—	—	—	—	—	—	—	1	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3
Sumburgh (i)	—	—	—	—	—	—	—	—	—	—	—	1	—	—	4	—	—	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	89
Swansea	—	—	—	—	—	—	—	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4
Tees-side	—	—	—	—	—	—	—	—	1	—	3	1	—	—	1	—	—	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	28
Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wick	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2
Other Internal	—	—	1	—	—	43	—	—	—	—	8	—	79	—	12	—	7	11	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	226
Overseas	—	—	—	3	—																																								

Number and Rate^(a) of Diversions by Airport of Intended Landing 1979

Table 3.11

Airport of Intended Landing	Total No of Diversions	Annual rate of Diversion	January		February		March		April		May		June		July		August		September		October		November		December	
			No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate	No	Rate
London Area Airports																										
Gatwick	343	60	53	146	34	104	7	18	1	2	4	8	22	39	16	26	18	30	34	60	88	169	48	125	18	46
Heathrow	468	34	118	121	44	46	2	2	4	3	8	6	10	8	3	2	6	5	11	9	79	64	153	143	30	29
Luton	287	246	93	1 350	63	1 054	29	353	4	37	3	29	27	220	4	30	5	39	13	104	31	309	13	187	2	31
Southend	6	9	1	19	1	24	1	19	—	—	—	—	—	—	—	—	1	15	—	—	—	2	39	—	—	
Stansted	31	121	11	539	2	163	3	183	—	—	—	—	4	147	—	—	—	—	1	48	4	185	3	203	3	149
TOTAL (London Area)	1 135	52	276	186	144	103	42	25	9	5	15	8	63	32	23	11	30	14	59	29	202	104	219	138	53	34
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																										
Aberdeen	90	31	3	13	2	10	9	38	19	82	2	8	5	21	2	8	11	41	1	4	32	126	1	4	3	12
Belfast	26	20	8	98	—	—	3	30	1	10	3	27	—	—	1	7	2	14	1	8	—	—	2	20	5	49
Benbecula	9	72	1	102	—	—	—	—	2	194	—	—	—	—	2	194	—	—	1	103	1	91	1	96	1	114
Birmingham	131	81	40	418	29	301	4	33	6	47	7	47	1	6	1	6	3	19	12	62	10	69	17	143	1	10
Blackpool	5	18	—	—	—	—	—	—	2	84	—	—	—	—	—	—	—	—	—	—	1	39	—	—	2	150
Bournemouth	9	23	2	99	2	105	—	—	2	50	—	—	—	—	—	2	50	—	—	—	—	1	37	—	—	
Bristol	28	85	7	370	3	182	—	—	—	—	8	268	2	61	2	51	3	78	—	—	—	3	152	—	—	
Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cardiff	23	55	4	132	9	311	—	—	—	—	3	78	—	—	—	—	1	24	—	—	—	—	4	147	2	86
Coventry	3	84	—	—	1	370	—	—	—	—	—	—	1	263	—	—	—	—	—	—	—	1	455	—	—	
East Midlands	74	117	23	567	15	423	10	227	1	20	3	49	2	31	1	16	—	—	5	77	10	164	3	61	1	25
Edinburgh	74	55	3	36	3	37	8	84	20	192	—	—	8	68	—	—	25	178	2	15	2	15	2	17	1	10
Exeter	8	27	1	80	2	132	—	—	—	—	1	31	—	—	1	33	—	—	1	31	—	—	1	61	1	62
Glasgow	171	69	28	179	3	19	9	48	1	5	1	4	11	48	7	28	3	12	7	31	6	25	35	179	60	356
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	1	49	—	—	1	313	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Humberside	27	96	4	169	8	392	5	209	—	—	1	36	—	—	1	36	—	—	1	43	2	89	1	52	4	260
Inverness	5	14	2	74	—	—	—	—	1	36	1	30	1	31	—	—	—	—	—	—	—	—	—	—	—	—
Islay	3	31	—	—	—	—	—	—	—	—	—	—	—	—	3	337	—	—	—	—	—	—	—	—	—	—
Isle of Man	16	29	1	35	—	—	1	31	3	76	2	40	—	—	3	43	3	44	3	47	—	—	—	—	—	—
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kirkwall	8	14	—	—	2	54	—	—	1	20	2	41	1	20	1	19	—	—	—	—	1	19	—	—	—	—
Leeds/Bradford	245	398	49	1 342	96	2 775	17	374	10	203	3	54	4	71	—	—	7	120	1	17	22	414	16	279	20	403
Liverpool	30	35	11	201	—	—	3	50	2	30	2	32	1	14	—	—	—	—	6	47	4	52	1	16	—	—
Lydd	7	41	2	175	2	159	—	—	—	—	2	123	—	—	1	67	—	—	—	—	—	—	—	—	—	—
Manchester	1 211	468	54	539	2	11	1	5	19	114	5	21	7	28	157	552	201	692	645	3 223	82	312	28	142	10	56
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newcastle	51	57	1	18	3	55	8	132	3	45	2	24	10	115	1	11	2	21	1	11	19	235	—	—	1	17
Norwich	14	23	10	226	1	26	—	—	—	—	—	—	—	—	—	—	2	34	—	—	—	—	—	—	1	23
Penzance Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Prestwick	12	25	2	74	—	—	1	31	1	32	—	—	—	—	—	—	—	—	—	—	1	20	5	179	2	84
Southampton	16	24	6	169	4	117	1	22	—	—	1	16	1	15	—	—	—	—	1	15	1	16	—	—	1	21
Stornoway	3	12	1	54	—	—	—	—	—	—	—	—	1	46	—	—	—	—	—	—	—	—	1	49	—	—
Sumburgh (i)	37	52	6	43	4	37	—	xx	—	xx	—	xx	—	xx	—	xx	—	xx	—	xx	22	138	4	25	1	7
Swansea	4	51	—	—	—	—	2	513	—	—	—	—	—	—	1	85	1	84	—	—	—	—	—	—	—	—
Teesside	28	44	6	118	3	67	4	79	4	75	1	18	1	17	—	—	1	18	—	—	6	112	2	39	—	—
Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wick	2	7	—	—	—	—	—	—	—	—	1	50	1	45	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	3 506	77	551	179	339	116	128	38	107	29	66	16	121	29	208	46	297	66	747	176	424	101	348	100	170	52

(a) The rate of diversions is expressed as the number of diversions per 10,000 intended landings

(i) Traffic at Sumburgh from March-September, 1979 not included.

68.3 69.7 69.1

Table 3.12

Terminal Air Passengers 1965 to 1979

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	Mean percentage change for last 5 years	Percentage change for last 1 year
London Area Airports																	
+ Gatwick	1 361 585	1 613 989	1 954 272	2 059 535	2 993 969	3 680 485	4 650 255	5 305 892	5 728 457	5 119 392	5 342 254	5 713 885	6 588 087	7 759 059	8 694 562	13.7	12.1
+ Heathrow	10 491 830	11 772 736	12 433 542	13 159 019	14 085 029	15 415 689	16 147 159	18 296 799	20 288 425	20 077 270	21 294 841	23 242 513	23 390 055	26 490 960	27 978 532	7.0	5.6
+ Luton	206 856	357 109	412 938	690 610	1 487 685	1 963 570	2 703 392	3 096 294	3 216 522	2 022 786	1 868 737	1 806 998	1 947 398	2 058 085	2 207 289	6.2	7.2
+ Southend	597 441	594 681	683 283	488 697	401 122	423 799	456 436	316 022	384 842	250 887	202 713	218 427	242 181	236 052	181 018	-1.5	-23.3
+ Stansted	4 590	7 994	13 629	146 045	218 794	490 896	492 316	310 267	172 931	199 058	237 578	267 607	298 739	316 744	347 175	9.7	9.6
TOTAL (London Area)	12 662 302	14 346 509	15 497 664	16 543 906	19 186 599	21 974 439	24 449 558	27 325 274	29 791 177	27 669 393	28 946 123	31 249 430	32 466 460	36 860 900	39 408 576	8.1	6.9
Westland Heliport (Battersea)	1 217	1 505	784	1 104	1 645	2 635	3 339	5 289	8 662	8 197	5 328	5 644	6 082	8 742	8 230	14.0	-5.9
Other UK Airports																	
+ Aberdeen	75 571	89 042	103 674	97 606	107 497	119 495	140 534	190 127	259 984	446 398	644 813	822 601	946 410	1 200 286	1 285 040	19.2	7.1
+ Belfast	860 462	994 675	982 755	981 319	1 026 776	1 117 422	1 114 845	1 186 250	1 312 953	1 225 209	1 184 417	1 081 651	1 037 713	1 176 317	1 411 125	4.5	20.0
Benbecula	15 258	15 894	14 085	14 189	15 620	17 845	20 896	23 815	22 756	24 731	22 757	23 594	23 797	23 803	25 496	2.4	7.1
+ Birmingham	447 765	522 564	552 639	557 185	615 315	685 645	835 777	935 554	1 131 845	1 017 028	1 082 372	1 113 051	1 064 516	1 305 210	1 561 889	9.4	19.7
+ Blackpool	157 864	185 450	175 972	149 138	130 458	137 684	143 944	145 730	142 571	133 488	123 411	103 297	104 044	108 152	107 801	-2.2	-0.3
+ Bournemouth	199 376	47 345	20 099	35 310	57 611	63 297	81 260	100 132	118 764	129 137	117 117	106 878	131 787	148 141	150 324	8.6	1.5
+ Bristol	106 392	136 068	134 375	129 668	120 176	151 676	200 581	262 402	288 864	183 576	194 768	205 368	218 841	232 891	238 397	5.4	2.4
+ Cambridge	4 569	6 565	7 503	6 365	5 036	3 984	3 757	8 833	7 091	5 534	5 581	10 564	20 502	23 765	33 248	55.0	39.9
+ Cardiff	112 390	139 361	135 551	130 412	115 514	171 319	213 010	238 667	283 550	229 567	208 524	192 269	208 450	234 204	253 504	6.1	8.2
+ Coventry	15 007	12 269	11 208	14 343	11 584	7 117	10 903	8 754	2 205	2 302	853	1 073	4 388	5 988	42.6	36.5	
+ East Midlands	78 188	129 383	178 687	183 917	200 759	222 774	336 675	405 661	515 960	442 425	544 583	482 398	473 449	547 591	593 587	3.0	8.4
+ Edinburgh	489 104	531 150	600 208	616 129	602 066	653 247	679 528	756 685	877 182	790 651	874 018	990 793	1 021 017	1 137 355	1 244 255	8.8	9.4
+ Exeter	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6.1	12.5
+ Glasgow	1 240 066	1 406 879	1 528 980	1 387 210	1 610 774	1 702 555	1 744 128	1 880 265	2 142 437	1 935 446	1 763 295	1 975 717	1 752 042	2 153 322	2 358 236	6.9	9.5
Gloucester/Cheltenham	...	...	...	...	9 012	7 563	8 441	8 035	10 496	11 479	4 548	7 337	15 282	17 774	16 607	41.6	-6.6
Hawarden	18 593	20 338	12 238	7 539	3 786	1 372	136	...	...	...	...	...	...	...	...	...	-58.9
Humberside	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15.0
Inverness	35 171	41 641	48 935	50 085	74 310	87 384	92 449	115 365	133 695	130 211	124 748	136 059	133 579	143 870	148 046	4.1	2.9
Islay	17 064	19 628	17 784	15 588	16 053	14 552	14 496	15 754	17 950	16 093	11 314	11 367	10 451	11 492	14 234	4.8	23.9
+ Isle of Man	333 154	407 116	400 923	378 376	359 377	380 777	390 993	436 751	464 862	430 436	394 103	344 795	327 571	345 769	377 467	-0.8	9.2
Isles of Scilly	56 543	55 291	57 311	59 125	60 519	61 012	61 217	68 079	73 428	77 006	88 882	91 762	92 612	96 432	98 448	2.6	2.1
+ Kirkwall	46 501	53 956	61 604	59 139	70 674	65 056	64 093	68 938	75 013	84 344	91 938	96 323	99 854	103 232	97 143	1.8	-5.9
+ Leeds/Bradford	247 519	271 550	297 139	288 148	278 211	253 711	251 463	259 619	280 092	283 049	277 690	286 525	282 412	331 548	388 298	8.5	17.1
+ Liverpool	413 894	450 844	450 430	427 472	379 012	421 257	496 507	512 751	555 885	499 494	437 032	355 202	272 760	287 029	598 844	4.3	108.6
+ Lydd	131 009	169 460	129 608	102 778	71 045	46 491	3 252	4 996	1 576	12 115	90 166	68 919	85 449	74 522	66 121	-5.3	-11.3
+ Manchester	1 344 321	1 398 100	1 403 072	1 459 773	1 549 105	1 777 976	2 082 132	2 350 656	2 574 214	2 321 630	2 579 288	2 759 691	2 791 394	3 408 206	3 463 473	8.3	1.6
+ Manston	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
+ Newcastle	247 080	267 886	335 629	324 411	363 653	384 416	432 640	518 224	619 595	581 442	605 213	645 988	629 540	759 508	854 089	8.9	12.5
+ Norwich	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Penzance Heliport	54 967	55 011	57 286	59 125	59 018	58 481	60 487	65 789	69 022	72 837	83 475	86 865	87 081	91 697	92 411	2.6	0.8
+ Prestwick	294 295	311 765	294 709	362 006	312 057	335 131	323 090	451 554	386 478	343 260	395 040	397 865	385 969	362 664	419 670	0.3	15.7
+ Southampton	66 522	263 728	283 906	231 301	227 027	243 545	255 246	287 496	308 479	308 844	318 689	283 174	291 217	281 741	330 499	0.7	17.3
Stornoway	31 075	36 167	34 355	31 839	38 136	40 925	41 522	45 792	46 319	43 803	47 390	48 698	46 669	54 518	78 597	11.9	44.2
+ Sumburgh	19 934	23 765	24 652	23 493	26 033	32 145	43 260	58 879	73 360	149 249	176 840	243 230	393 871	669 037	(i)243 203	...	...
Swansea	...	1 162	9 532	2 510	1 286	682	736	1 890	2 352	5 501	3 820	4 529	5 769	1 331	7 518	1.3	464.8
+ Teesside	52 222	73 124	38 305	72 729	80 697	114 418	127 809	152 738	188 895	187 253	170 208	201 336	214 310	296 587	279 108	14.8	-5.9
Tiree	3 953	4 403	4 221	3 900	3 979	4 011	4 329	4 187	4 335	4 053	2 942	2 847	3 083	3 634	4 056	9.3	11.6
Wick	23 303	24 049	29 697	27 912	28 429	30 379	30 361	31 688	33 140	32 816	28 604	26 069	28 754	32 265	36 678	7.4	13.7
TOTAL other U.K. Airports	7 224 130	8 168 367	8 438 133	8 286 905	8 633 364	9 419 811	10 306 711	11 612 511	13 181 896	12 333 965	12 894 337	13 410 694	13 454 685	15 959 853	17 198 258	7.8	7.8
TOTAL all reporting U.K. Airports	19 887 649	22 516 381	23 936 581	24 831 915	27 821 608	31 396 885	34 759 608	38 943 074	42 981 735	40 011 555	41 845 788	44 665 768	45 927 227	52 829 495	56 615 064	8.0	7.2
Channel Islands Airports																	
Alderney	26 795	30 373	28 856	39 971	46 155	47 266	54 388	61 171	68 717	62 596	69 990	70 945	69 663	69 508	77 003	1.7	10.8
Guernsey	327 078	379 180	388 603	379 701	395 758	390 324	400 101	435 587	488 929	470 390	525 254	510 203	500 143	524 604	567 872	1.9	8.2
Jersey	939 102	1 050 389	1 088 045	1 042 497	1 077 682	1 122 587	1 196 398	1 311 809	1 439 412	1 428 528	1 417 543	1 368 936	1 387 532	1 396 660	1 455 809	0.7	4.2
TOTAL (Channel Is. Airports)	1 292 975	1 459 942	1 505 504	1 462 169	1 519 595	1 560 177	1 650 887	1 808 567	1 997 058	1 961 514	2 012 787	1 950 084	1 957 338	1 990 772	2 100 684	1.1	5.5

(i) Traffic at Sumburgh from March—September 1979 not included

Air Passengers by Type and Nationality of Operator — 1979

Table 3.13

	Terminal and Transit Passengers		Total Transit Passengers	Scheduled Services United Kingdom operators				Overseas operators		Charter Flights				Overseas operators	
				British Airways		Others				United Kingdom operators		Others			
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers
London Area Airports															
+ Gatwick	8 795 694	8 694 562	101 132	279681	1 600	2 335 084	10 257	480 143	6 375	940 864	1 859	3 460 558	20 863	1 198 232	60 178
+ Heathrow	28 357 119	27 978 532	378 587	13 710 953	1 372	520 284	181	13 739 348	375 280	2 538	100	938	—	4 471	1 654
+ Luton	2 210 208	2 207 289	2 919	100	—	16 607	89	5 060	—	2 449	129	1 974 167	2 228	208 906	473
+ Southend	181 018	181 018	—	—	—	174 665	—	—	—	—	—	5 051	—	1 302	—
+ Stansted	361 169	347 175	13 994	1 795	318	6 933	1 004	5 408	3 435	183	—	24 538	5 391	308 318	3 846
TOTAL (London Area)	39 905 208	39 408 576	496 632	13 992 529	3 290	3 053 573	11 531	14 229 959	385 090	946 034	2 088	5 465 252	28 482	1 721 229	66 151
Westland Heliport (Battersea)	8 230	8 230	—	—	—	—	—	—	—	86	—	8 144	—	—	—
Other Uk Airports															
+ Aberdeen	1 294 244	1 285 040	9 204	524 829	3 036	175 513	988	—	—	90 248	—	473 903	3 351	20 547	1 829
+ Belfast	1 411 542	1 411 125	417	1 016 547	—	272 481	68	25 490	39	—	—	23 084	151	73 523	159
+ Benbecula	26 183	25 496	687	16 864	3	8 632	684	—	—	—	—	—	—	—	—
+ Birmingham	1 608 471	1 561 889	46 582	544 035	16 654	177 084	19 910	126 584	4 563	12 306	—	561 575	4 909	140 305	546
+ Blackpool	108 225	107 801	424	15	—	104 049	289	—	—	—	—	3 298	135	439	—
+ Bournemouth	155 578	150 324	5 254	839	450	123 180	2 820	286	4	5	—	24 970	1 882	1 044	98
+ Bristol	264 360	238 397	25 963	40 918	22 577	39 922	1 202	24 977	1 920	14	22	64 385	235	68 181	7
+ Cambridge	33 248	33 248	—	—	—	24 997	—	—	—	—	—	3 349	—	4 902	—
+ Cardiff	292 591	253 504	39 087	65 596	5 701	47 625	29 239	2 493	1 457	109	—	80 577	2 127	57 104	563
+ Coventry	6 016	5 988	28	66	—	2 057	—	—	—	176	28	3 009	—	680	—
+ East Midlands	596 408	593 587	2 821	408	25	283 085	2 085	697	—	1 027	—	275 358	708	33 012	3
+ Edinburgh	1 277 024	1 244 255	32 769	765 565	1 431	305 553	29 077	37 283	297	903	—	93 596	1 544	41 355	420
+ Exeter	92 380	85 812	6 568	—	—	76 006	6 509	—	—	—	—	4 897	59	4 909	—
+ Glasgow	2 379 391	2 358 236	21 155	1 203 780	2 112	381 500	34	156 185	15 101	3 745	—	522 666	3 531	90 360	377
+ Gloucester/Cheltenham	16 607	16 607	—	—	—	15 327	—	—	—	—	—	1 280	—	—	—
+ Hawarden	1 664	1 664	—	—	—	1 664	—	—	—	—	—	—	—	—	—
+ Humberside	52 453	50 655	1 798	—	—	45 919	1 772	—	—	—	—	4 352	19	384	7
+ Inverness	159 741	148 046	11 695	124 535	11 407	14 464	20	88	—	34	—	4 797	268	4 128	—
+ Islay	14 234	14 234	—	—	—	13 696	—	—	—	—	—	538	—	—	—
+ Isle of Man	390 670	377 467	13 203	103 584	185	273 240	13 018	—	—	—	—	288	—	355	—
+ Isles of Scilly	98 448	98 448	—	90 408	—	8 040	—	—	—	—	—	—	—	—	—
+ Kirkwall	116 437	97 143	19 294	47 909	15 783	30 598	5	—	—	3 024	1 688	15 520	1 815	92	3
+ Leeds/Bradford	416 172	388 298	27 874	197 085	286	112 066	27 440	1 584	7	—	—	76 972	141	591	—
+ Liverpool	609 799	598 844	10 955	15 352	463	310 004	5 660	53 905	1 289	20 218	178	165 573	2 972	33 792	393
+ Lydd	66 160	66 121	39	—	—	66 001	39	—	—	—	—	120	—	—	—
+ Manchester	3 540 899	3 463 473	77 426	1 292 584	9 903	127 013	22 716	361 271	14 602	93 448	104	1 288 170	14 940	300 987	15 161
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	906 321	854 089	52 232	281 132	190	229 457	51 224	—	—	145	3	231 805	737	111 550	78
+ Norwich	188 440	176 727	11 713	—	—	158 317	11 629	—	—	—	—	14 448	41	3 962	43
+ Penzance Heliport	92 411	92 411	—	90 408	—	—	—	—	—	2 003	—	—	—	—	—
+ Prestwick	707 915	419 670	288 245	154 321	102 119	12 475	547	90 984	82 206	384	181	44 717	17 477	116 789	85 715
+ Southampton	332 230	330 499	1 731	63 092	432	261 228	861	—	—	4	—	5 460	412	715	26
+ Stornoway	79 106	78 597	509	50 901	—	8 863	7	1 212	325	141	—	17 414	14	66	163
+ Sumburgh (i)	243 274	243 203	71	30 043	34	2 144	—	—	—	53 039	—	153 932	37	4 045	—
+ Swansea	8 683	7 518	1 165	—	—	5 879	1 026	—	—	—	—	1 550	139	89	—
+ Tees-side	295 696	279 108	16 588	665	—	214 814	16 167	—	—	—	—	40 490	415	23 139	6
+ Tiree	4 936	4 056	880	—	—	3 945	860	—	—	—	—	111	20	—	—
+ Wick	46 961	36 678	10 283	11 934	9 868	21 518	158	—	—	104	—	3 090	257	32	—
TOTAL other UK Airports	17 934 918	17 198 258	736 660	6 733 415	202 659	3 958 356	246 054	883 039	121 810	281 077	2 204	4 205 294	58 336	1 137 077	105 597
TOTAL all reporting UK Airports	57 848 356	56 615 064	1 233 292	20 725 944	205 949	7 011 929	257 585	15 112 998	506 900	1 227 197	4 292	9 678 690	86 818	2 858 306	171 748
Channel Islands Airports															
+ Alderney	77 083	77 003	80	—	—	74 910	75	—	—	—	—	2 093	5	—	—
+ Guernsey	594 504	567 872	26 632	137 539	314	407 027	25 764	15 604	279	—	—	6 156	241	1 546	34
+ Jersey	1 472 617	1 455 809	16 808	483 688	1 054	898 305	15 320	36 730	41	483	—	16 778	367	19 825	26
TOTAL (Channel Is. Airports)	2 144 204	2 100 684	43 520	621 227	1 368	1 380 242	41 159	52 334	320	483	—	25 027	613	21 371	60

Note: The figures for Total Terminal Passengers include passengers carried on aircraft chartered by Government Departments.

(ii) Traffic at Sumburgh from March-September, 1979 not included.

Table 3.14

Terminal, International and Domestic Passenger Traffic by Airports

Terminal Passengers

Comparison with a year earlier

	International			Domestic		
	Total	Total	Per- centage change	Total	Total	Per- centage change
	1979	1978		1979	1978	
London Area Airports						
+ Gatwick	8 694 562	7 759 059	12.1	7 767 164	6 965 895	11.5
+ Heathrow	27 978 532	26 490 960	5.6	23 841 384	22 781 977	4.7
+ Luton	2 207 289	2 058 085	7.2	2 180 132	2 034 879	7.1
+ Southend	181 018	236 052	-23.3	131 058	197 626	-33.7
+ Stansted	347 175	316 744	9.6	338 336	314 552	7.6
TOTAL (London Area)	39 408 576	36 860 900	6.9	34 258 074	32 294 929	6.1
Westland Heliport (Battersea)	8 230	8 742	-5.9	13	37	-64.9
Other UK Airports						
+ Aberdeen	1 285 040	1 200 286	7.1	328 584	325 639	0.9
+ Belfast	1 411 125	1 176 317	20.0	105 703	86 157	22.7
Benbecula	25 496	23 803	7.1	—	—	—
+ Birmingham	1 561 889	1 305 210	19.7	1 091 823	894 457	22.1
+ Blackpool	107 801	108 152	-0.3	11 942	11 404	4.7
+ Bournemouth	150 324	148 141	1.5	24 811	27 580	-10.0
+ Bristol	238 397	232 891	2.4	191 637	191 708	—
+ Cambridge	33 248	23 765	39.9	7 273	4 464	62.9
+ Cardiff	253 504	234 204	8.2	181 614	170 196	6.7
+ Coventry	5 988	4 388	36.5	3 137	2 719	15.4
+ East Midlands	593 587	547 591	8.4	390 255	369 986	5.5
+ Edinburgh	1 244 255	1 137 355	9.4	233 949	204 633	14.3
+ Exeter	85 812	76 308	12.5	20 654	21 613	-4.4
+ Glasgow	2 358 236	2 153 322	9.5	653 704	615 379	6.2
Gloucester/Cheltenham	16 607	17 774	-6.6	—	—	—
Hawarden	1 664	4 047	-58.9	—	—	—
Humberside	50 655	44 036	15.0	9 276	13 516	-31.4
Inverness	148 046	143 870	2.9	7 504	8 029	-6.5
Islay	14 234	11 492	23.9	—	—	—
+ Isle of Man	377 467	345 769	9.2	16 144	16 611	-2.8
Isles of Scilly	98 448	96 432	2.1	—	—	—
+ Kirkwall	97 143	103 232	-5.9	716	1 558	-54.0
+ Leeds/Bradford	388 298	331 548	17.1	141 029	119 459	18.1
+ Liverpool	598 844	287 029	108.6	308 299	90 478	240.7
+ Lydd	66 121	74 522	-11.3	65 999	74 522	-11.4
+ Manchester	3 463 473	3 408 206	1.6	2 508 033	2 471 595	1.5
+ Manston	..	1 877	..	..	1 877	..
+ Newcastle	854 089	759 508	12.5	447 225	381 260	17.3
+ Norwich	176 727	165 304	6.9	78 462	76 632	2.4
Penzance	92 411	91 697	0.8	1 993	—	—
+ Prestwick	419 670	362 664	15.7	399 127	336 244	18.7
+ Southampton	330 499	281 741	17.3	46 565	30 104	54.7
Stornoway	78 597	54 518	44.2	1 253	2 036	-38.2
+ Sumburgh (i)	243 203	669 037	..	105 860	279 318	..
Swansea	7 518	1 331	464.8	83	63	31.7
+ Tees-side	279 108	296 587	-5.9	68 803	66 836	2.9
Tiree	4 056	3 634	11.6	—	—	—
Wick	36 678	32 265	13.7	167	15	1013.3
TOTAL other UK Airports	17 198 258	15 959 853	7.8	7 451 629	6 896 088	8.1
TOTAL all reporting UK Airports	56 615 064	52 829 495	7.2	41 709 716	39 191 054	6.4
Channel Islands Airports (Channel Islands do not supply an International/Domestic split).						
Alderney	77 003	69 508	10.8			
Guernsey	567 872	524 604	8.2			
Jersey	1 455 809	1 396 660	4.2			
TOTAL (Channel Islands Airports)	2 100 684	1 990 772	5.5			

(i) Traffic at Sumburgh from March-September, 1979 not included.

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

Table 3.15

Passengers by Air^(A) for Year 1979 in Thousands

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

	Austria	Belgium	Denmark	Finland	France	Germany (F.R.)	Greece	Irish Republic	Italy	Netherlands	Norway	Portugal	Spain	Sweden	Switzerland	Yugoslavia	Eastern Europe (a)	Mediterranean Area (b)	Canary Islands
1970	107	818	383	50	2 365	1 874	289	1 649	1 430	1 306	189	295	3 472	184	1 053	192	204	352	178
1971	116	831	425	60	2 499	2 033	481	1 700	1 669	1 435	209	385	4 726	188	1 105	291	230	365	218
1972	135	832	447	70	2 805	2 438	625	1 567	1 900	1 508	244	483	5 493	236	1 130	291	284	336	264
1973	160	934	474	84	2 928	2 525	747	1 709	2 032	1 734	279	578	5 974	275	1 181	394	334	481	270
1974	156	859	479	88	2 678	2 247	543	1 641	1 771	1 619	275	429	4 842	281	1 032	323	347	484	303
1975	171	788	486	101	2 740	2 277	691	1 672	1 860	1 634	351	309	5 298	336	1 093	410	410	506	402
1976	200	850	567	120	2 901	2 470	882	1 722	1 941	1 835	522	296	4 667	423	1 181	414	395	557	529
1977	229	854	626	133	2 904	2 619	884	1 727	2 037	1 934	591	399	4 617	524	1 289	285	338	610	563
1978	237	874	621	134	3 026	2 882	1 162	1 933	2 279	1 994	564	474	5 553	524	1 372	428	418	831	656
1979	241	867	626	138	3 102	3 079	1 562	2 015	2 550	1 959	541	591	5 650	500	1 413	508	534	1 171	758

	Near East (c)	North Africa (d)	East Africa (e)	West Africa (f)	Central Africa (g)	Southern Africa (h)	Middle East (j)	Indian Sub- Continent (k)	Far East (l)	Japan	Australia and New Zealand	Canada	United States of America	Central America(m)	South America(n)	Caribbean (o)	Oil Rigs	Others (p)	Total
1970	254	154	144	87	40	155	173	162	130	45	113	904	2 511	14	50	160	169	169	21 655
1971	332	177	156	91	44	163	203	141	191	71	108	933	2 814	11	54	174	202	202	24 831
1972	366	406	190	94	49	179	255	169	304	80	146	1 102	3 203	12	67	222	217	217	28 149
1973	428	440	171	117	53	198	290	227	333	114	207	1 289	3 320	22	75	245	258	258	30 885
1974	444	313	162	135	59	248	349	278	364	126	257	1 303	2 926	21	62	259	324	324	28 152
1975	447	353	189	173	71	307	529	346	386	181	328	1 407	2 939	25	89	276	183	301	30 065
1976	447	415	218	221	69	342	812	388	467	171	374	1 448	3 518	23	89	297	249	293	32 313
1977	573	425	200	340	71	324	1 097	432	496	200	385	1 510	4 091	19	99	282	374	333	34 414
1978	613	509	224	370	69	344	1 263	480	552	216	429	1 505	5 128	25	120	303	500	380	38 992
1979	665	633	240	366	67	371	1 063	553	613	257	618	1 637	5 388	31	133	353	330	390	41 510

(A) This table excludes all domestic passengers and
Traffic at Sumburgh from March-September, 1979 not included.

The following countries are included in the groupings below:-

- (a) Albania, Bulgaria, Czechoslovakia, German Democratic Republic, Hungary, Poland, Rumania and United Soviet Socialist Republic.
 (b) Cyprus and Malta.
 (c) Jordan, Lebanon, Israel, Syria and Turkey.
 (d) Algeria, Egypt, Libya, Morocco and Tunisia.
 (e) Burundi, Djibouti, Ethiopia, Kenya, Rwanda, Somali Republic, Sudan, Tanzania and Uganda.
 (f) Benin, Cameroon, Equatorial Guinea, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Ivory Coast, Liberia, Mali, Mauritania, Niger, Nigeria, Senegal, Sierra Leone, Togo, Upper Volta and Western Sahara.
 (g) Angola, Central African Republic, Chad, Congo, Malawi, Zaire and Zambia.
 (h) Botswana, Mozambique, Namibia, South African Republic, Swaziland and Zimbabwe.
 (j) Iran, Iraq, Kuwait, Persian Gulf States, Republic of North Yemen, Republic of South Yemen, Saudi Arabia and United Arab Emirates.
 (k) Bangladesh, India, Pakistan and Sri Lanka.
 (l) Afghanistan, Bandar Seri Begawan, Burma, China, Hong Kong, Indonesia, Kampuchea, Korea, Laos, Malaysia, Nepal, Philippines, Singapore, Taiwan, Thailand and Vietnam.
 (m) Belize, Costa Rica, Cuba, Dominican Republic, El Salvador, Guatemala, Haiti, Mexico, Nicaragua and Panama.
 (n) Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Paraguay, Peru, Uruguay and Venezuela.
 (o) Bahamas, Barbados, Bermuda, Curacao, Guadeloupe, Jamaica, Leeward Islands, Martinique, Puerto Rico, Trinidad and Tobago and Windward Islands.
 (p) Faroes, Gibraltar, Iceland, Luxembourg, Atlantic Ocean Islands, Indian Ocean Islands, Pacific Ocean Islands.

International Air Passenger Traffic to and from Airports

Table 3.16

Comparison with a year earlier

	1979			1978			Percentage change of Total
	Total	Scheduled	Charter	Total	Scheduled	Charter	
EUROPE							
Austria	240 560	163 520	77 040	237 312	151 209	86 103	1
London — Vienna	195 818	143 415	52 403	187 844	131 510	56 334	4
Other Routes	44 742	20 105	24 637	49 468	19 699	29 769	—10
Belgium	867 436	851 564	15 872	873 714	854 522	19 192	—1
London — Brussels	627 684	624 521	3 163	604 483	602 550	1 933	4
Other S.E. England — Belgium	135 931	131 610	4 321	173 904	166 581	7 323	—22
Other Routes	103 821	95 433	8 388	95 327	85 391	9 936	9
Denmark	625 953	482 345	143 608	620 688	452 513	168 175	1
London — Copenhagen	431 302	363 889	67 413	430 162	363 639	66 523	—
Other Routes	194 651	118 456	76 195	190 526	88 874	101 652	2
Finland	138 493	116 711	21 782	133 767	110 947	22 820	4
France	3 101 610	2 915 081	186 529	3 025 800	2 834 722	191 078	3
London — Nice	209 878	204 326	5 552	184 988	181 648	3 340	13
— Paris	2 008 907	1 961 640	47 267	2 010 929	1 961 186	49 743	—
— N. France (a)	92 432	86 196	6 236	104 460	96 409	8 051	—12
— Other France	349 704	300 173	49 531	295 000	255 065	39 935	18
Manchester — Paris	90 608	90 532	76	94 535	94 276	259	—4
Other U.K. — Paris	181 110	165 495	15 615	148 328	129 274	19 054	22
Luton — Other France	23 963	—	23 963	18 303	—	18 303	31
Other S.E. England — France	82 909	82 036	873	100 138	95 979	4 159	—17
Other Routes	62 099	24 683	37 416	69 119	20 885	48 234	—10
Germany (Fed. Republic)	2 893 589	2 325 288	568 301	2 700 835	2 074 831	626 004	7
London — Dusseldorf	416 183	370 909	45 274	401 208	349 341	51 867	4
— Frankfurt	755 449	684 624	70 825	697 343	617 488	79 855	8
— Hamburg	348 789	303 984	44 805	314 416	272 458	41 958	11
— Munich	404 826	244 335	160 491	366 792	221 169	145 623	10
— Other Germany	655 923	551 246	104 677	555 043	471 980	83 063	18
Luton — Germany	71 281	—	71 281	146 864	—	146 864	—51
Manchester — Germany	128 913	103 483	25 430	130 529	97 055	33 474	—1
Other Routes	112 225	66 707	45 518	88 640	45 340	43 300	27
Gibraltar	102 555	51 664	50 891	80 158	52 389	27 769	28
Greece	1 561 834	481 177	1 080 657	1 161 616	438 235	723 381	34
Iceland	47 428	45 885	1 543	47 597	45 136	2 461	—
London — Reykjavik	31 800	31 649	151	29 564	28 858	706	8
Glasgow — Reykjavik	13 899	13 800	99	16 232	16 187	45	—14
Other Routes	1 729	436	1 293	1 801	91	1 710	—4

Traffic at Sumburgh not included.

Table 3.16 (cont.)

	1979			1978			Percentage change of Total
	Total	Scheduled	Charter	Total	Scheduled	Charter	
Irish Republic	2 014 752	1 990 249	24 503	1 933 420	1 904 163	29 257	4
London — Cork	172 956	172 110	846	168 494	165 568	2 926	3
— Dublin	990 452	988 538	1 914	953 012	946 950	6 062	4
— Shannon	137 361	137 197	164	133 417	132 516	901	3
Manchester — Dublin	152 436	152 066	370	154 869	154 422	447	—2
Birmingham — Dublin	146 982	145 184	1 798	134 237	132 274	1 963	9
Glasgow — Dublin	95 227	95 103	124	94 393	94 109	284	1
Liverpool — Dublin	56 940	56 758	182	50 688	50 032	656	12
Leeds/Bradford — Dublin	25 303	25 255	48	31 705	31 544	161	—20
Edinburgh — Dublin	41 464	37 180	4 284	34 711	33 813	898	19
Bristol — Dublin	26 333	25 809	524	26 739	26 454	285	—2
Other Routes	169 298	155 049	14 249	151 155	136 481	14 674	12
Italy	2 549 854	1 053 239	1 496 615	2 279 155	1 001 344	1 277 811	12
London — Genoa (b)	30 715	—	30 715	11 636	—	11 636	164
— Milan	533 468	348 157	185 311	512 270	335 994	176 276	4
— Rimini (b)	53 876	—	53 876	43 036	—	43 036	25
— Rome	482 300	386 495	95 805	475 976	388 461	87 515	1
— Venice	151 477	57 551	93 926	137 631	50 429	87 202	10
— Other Italy	442 060	201 895	240 165	359 834	177 699	182 135	23
Luton — Rimini	33 561	—	33 561	31 848	—	31 848	5
— Other Italy	502 563	711	501 852	443 600	—	443 600	13
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (c)	127 023	—	127 023	106 047	—	106 047	20
Other Routes	192 811	58 430	134 381	157 277	48 761	108 516	23
Luxembourg	67 029	65 516	1 513	63 456	62 252	1 204	6
London — Luxembourg	65 995	65 100	895	62 256	62 117	139	6
Other Routes	1 034	416	618	1 200	135	1 065	—14
Netherlands	1 958 951	1 938 603	20 348	1 993 564	1 960 843	32 721	—2
London — Amsterdam	1 100 200	1 097 064	3 136	1 171 484	1 160 145	11 339	—6
— Rotterdam	209 651	208 961	690	205 258	203 310	1 948	2
Other S.E. England — Netherlands	80 436	76 603	3 833	105 558	100 108	5 450	—24
Manchester — Amsterdam	115 822	115 082	740	121 109	119 977	1 132	—4
Other Routes	452 842	440 893	11 949	390 155	377 303	12 852	16
Norway	538 707	430 137	108 570	559 643	397 638	162 005	—4
London — Oslo	268 883	215 681	53 202	269 656	197 317	72 339	—
Other Routes	269 824	214 456	55 368	289 987	200 321	89 666	—7
Portugal	591 413	283 112	308 301	474 223	250 505	223 718	25
London — Lisbon	232 412	191 065	41 347	196 649	162 875	33 774	18
Other Routes	359 001	92 047	266 954	277 574	87 630	189 944	29
Soviet Union and Eastern Europe (d)	532 606	303 925	228 681	414 051	291 056	122 995	29
London — Moscow	101 682	89 440	12 242	97 943	88 784	9 159	4
— Prague	31 080	31 080	—	29 946	29 574	372	4
Other Routes	399 844	183 405	216 439	286 162	172 698	113 464	40

Traffic at Sumburgh not included.

Table 3.16 (cont.)

	1979			1978			Percentage change of Total
	Total	Scheduled	Charter	Total	Scheduled	Charter	
Spain	5 649 571	1 105 161	4 544 410	5 553 092	1 134 172	4 418 920	2
London — Barcelona	248 889	179 394	69 495	249 175	187 789	61 386	—
— Ibiza	140 120	22 882	117 238	124 398	23 291	101 107	13
— Madrid	448 825	375 963	72 862	466 834	402 283	64 551	—4
— Malaga	368 861	159 840	209 021	357 322	150 043	207 279	3
— Palma	625 004	113 928	511 076	612 896	125 567	487 329	2
— Other Spain	738 666	247 972	490 694	736 048	233 555	502 493	—
Luton — Alicante	117 631	—	117 631	115 215	—	115 215	2
— Barcelona	30 391	—	30 391	26 452	—	26 452	15
— Gerona	54 750	—	54 750	59 890	—	59 890	—9
— Ibiza	67 144	—	67 144	52 334	—	52 334	28
— Palma	185 438	—	185 438	168 794	—	168 794	10
— Other Spain	206 421	—	206 421	193 944	—	193 944	6
Other S.E. England — Spain	—	—	—	946	—	946	—
Manchester — Barcelona	32 629	—	32 629	35 581	—	35 581	—8
— Palma	273 819	—	273 819	292 893	—	292 893	—7
Other N. England — Spain	902 018	881	901 137	846 756	4 976	841 780	7
Scotland — Spain	354 985	291	354 694	359 022	2 903	356 119	—1
Other Routes	853 980	4 010	849 970	854 592	3 765	850 827	—
Sweden	499 703	312 576	187 127	523 850	279 745	244 105	—5
London — Stockholm	309 427	221 120	88 307	283 001	197 388	85 613	9
Other Routes	190 276	91 456	98 820	240 849	82 357	158 492	—21
Switzerland	1 413 415	1 047 672	365 743	1 371 996	1 013 477	358 519	3
London — Basle	103 164	76 649	26 515	102 261	81 671	20 590	1
— Geneva	555 605	404 263	151 342	512 623	378 652	133 971	8
— Zurich	621 973	470 106	151 867	625 461	463 463	161 998	—1
Luton — Switzerland	30 869	—	30 869	35 815	—	35 815	—14
Other Routes	101 804	96 654	5 150	95 836	89 691	6 145	6
Yugoslavia	508 146	188 491	319 655	427 662	171 426	256 236	19
London — Dubrovnik	61 877	12 596	49 281	62 800	8 418	54 382	—1
— Ljubljana	38 978	26 098	12 880	27 391	19 676	7 715	42
Luton — Yugoslavia	31 676	—	31 676	17 391	—	17 391	82
Other Routes	375 615	149 797	225 818	320 080	143 332	176 748	17
Other Europe	1 469 179	759 318	709 861	1 129 735	688 857	440 878	30
WESTERN HEMISPHERE							
Canada	1 636 909	1 057 424	579 485	1 504 925	972 930	531 995	9
London — Montreal	196 899	195 875	1 024	199 144	188 028	11 116	—1
— Toronto	585 650	387 055	198 595	508 392	339 686	168 706	15
— Other Canada	411 503	287 360	124 143	421 304	255 582	165 722	—2
Other U.K. — Montreal	31 170	26 519	4 651	36 891	33 750	3 141	—16
— Toronto	300 634	123 582	177 052	267 359	120 664	146 695	12
Other Routes	111 053	37 033	74 020	71 835	35 220	36 615	55

Traffic at Sumburgh not included.

Table 3.16 (cont.)

	1979			1978			Percentage change of Total
	Total	Scheduled	Charter	Total	Scheduled	Charter	
United States	5 390 917	5 108 401	282 516	5 137 652	4 477 694	659 958	5
London — New York	1 806 927	1 731 611	75 316	1 932 070	1 710 534	221 536	—6
— Other East Coast U.S.A.	1 185 407	1 156 647	28 760	1 097 073	1 055 377	41 696	8
— Chicago and Detroit	492 191	464 109	28 082	527 723	426 743	100 980	—7
— West Coast U.S.A.	1 212 705	1 146 131	66 574	1 032 655	852 803	179 852	17
— Other U.S.A.	471 059	455 516	15 543	368 283	325 691	42 592	28
Other U.K. — New York	134 043	98 245	35 798	142 454	102 331	40 123	—6
Other Routes	88 585	56 142	32 443	37 394	4 215	33 179	137
West Atlantic and Caribbean Islands	354 687	339 815	14 872	302 744	292 844	9 900	17
Central and South America	162 955	159 144	3 811	145 155	143 605	1 550	12
REST OF THE WORLD							
Canary Islands	757 785	46 016	711 769	655 701	50 336	605 365	16
North Africa (e)	456 535	252 389	204 146	361 752	220 221	141 531	26
East Africa (f)	158 320	156 091	2 229	163 029	146 887	16 142	—3
Central Africa (g)	68 967	68 822	145	81 499	81 351	148	—15
West Africa (f)	344 328	336 980	7 348	347 589	338 936	8 653	—1
South Africa	369 971	363 638	6 333	330 322	329 310	1 012	12
Middle East (h)	1 856 188	1 792 746	63 442	1 957 813	1 913 950	43 863	—5
India	327 131	327 093	38	295 267	295 138	129	11
Pakistan	153 953	153 953	—	130 984	130 984	—	18
Far East	941 827	937 167	4 660	822 272	792 561	29 711	15
Australia and New Zealand	617 774	617 774	—	429 407	428 991	416	44
Other Routes n.e.i.	441 425	118 904	322 521	448 783	119 159	329 624	—2
ALL ROUTES	41 412 456	28 747 591	12 664 865	38 720 228	26 904 879	11 815 349	7

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) Total is in respect of charter passengers only. Passengers on scheduled flights included in London — Other Italy.

(c) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

(d) 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.

(e) North Africa includes Algeria, Libya, Morocco and Tunisia.

(f) Commonwealth countries only.

(g) Commonwealth countries including Zimbabwe.

(h) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.

The figures show the uplift and discharge of passengers at United Kingdom airports on services operated there according to their immediate destination or last point of embarkation overseas on those services. These may not, in all cases, be the origin or destination of passenger journeys: they may be places at which a journey was broken or a connection made with another air service. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.

Traffic at Sumburgh not included.

Table 3.17

Domestic Passengers by Main Routes

Comparison with a year earlier.

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	340 907	279 223	22.1
	Belfast	706 346	580 576	21.7
	Birmingham	133 268	122 036	9.2
	Channel Islands	550 813	512 981	7.4
	Edinburgh	808 921	737 992	9.6
	Glasgow	972 557	902 590	7.8
	Manchester	551 217	534 899	3.1
	Newcastle	288 051	282 038	2.1
	Tees-side	153 377	161 516	-5.0
	Other airports	567 928	390 488	45.4
Belfast	Birmingham	79 078	69 202	14.3
	East Midlands	44 777	38 604	16.0
	Edinburgh	22 901	17 456	31.2
	Glasgow	100 595	87 208	15.4
	Isle of Man	37 811	31 059	21.7
	Manchester	127 121	133 332	-4.7
	Newcastle	20 179	15 859	27.2
	Other airports	166 614	116 864	42.6
Channel Islands	Bristol/Cardiff	55 012	49 327	11.5
	Glasgow	10 734	9 133	17.5
	Leeds/Bradford	17 830	15 463	15.3
	Liverpool	18 901	6 361	197.1
	Manchester	67 158	57 990	15.8
	Other airports	721 131	636 079	13.4
Edinburgh	Manchester	41 257	46 668	-11.6
	Other airports	137 227	130 606	5.1
Glasgow	Birmingham	68 290	55 443	23.2
	East Midlands	46 710	44 333	5.4
	Isle of Man	21 259	18 898	12.5
	Manchester	62 360	65 111	-4.2
	Other Scottish airports	258 645	301 624	-14.2
	Other airports	161 420	53 353	202.6
Isle of Man	Manchester	58 321	48 013	21.5
	Newcastle	6 828	6 430	6.2
	Other airports	188 805	185 619	1.7
Penzance	Isles of Scilly	92 411	91 697	0.8
Other Routes		466 704	431 957	8.0
TOTAL		8 173 464	7 268 028	12.5

(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.

Traffic at Sumburgh is not included in the year 1978 or in the months March-September 1979, inclusive.

Table 3.18

Cargo 1965 to 1979

Tonnes																Mean percentage change for last 5 years	Percentage change on last 1 year
London Area Airports	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979		
+ Gatwick	12 679.6	16 995.5	17 275.1	20 783.6	26 301.4	30 831.1	35 539.6	41 858.4	46 314.3	54 750.3	73 909.5	79 728.2	95 158.3	109 322.3	116 039.6	13.0	6.1
+ Heathrow	191 182.7	231 041.4	249 813.5	291 477.7	343 349.8	335 670.1	328 909.0	402 153.8	453 769.0	466 104.3	402 075.8	414 606.4	437 700.5	460 196.8	496 446.1	5.4	7.9
+ Luton	254.9	720.4	832.3	912.4	876.4	1 864.5	1 750.0	3 330.9	2 634.2	2 701.9	1 776.8	3 336.9	6 029.1	6 249.2	8 272.6	44.8	32.4
+ Southend	60 444.8	62 624.8	49 904.9	46 162.1	39 882.6	39 436.3	35 386.0	29 789.3	25 134.1	20 821.0	15 753.0	12 732.0	6 353.0	8 059.0	9 594.0	-13.5	19.0
+ Stansted	231.8	205.9	595.4	2 511.6	5 759.3	9 961.3	8 433.0	14 141.3	12 862.0	16 558.8	19 691.5	20 806.7	27 424.1	27 885.8	16 355.6	-0.8	-41.3
TOTAL (London Area)	264 793.8	311 588.0	318 421.2	361 847.4	416 169.5	417 763.3	410 017.6	491 273.7	540 713.6	560 936.3	513 206.6	531 210.2	572 665.0	611 713.1	646 707.9	6.2	5.7
Westland Heliport (Battersea)	154.3	0.2	—	—	0.2	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																	
+ Aberdeen	286.0	393.0	441.8	446.0	368.9	502.4	665.2	914.9	1 021.2	2 666.3	3 701.0	5 409.3	5 869.6	6 388.0	7 798.0	18.0	22.1
+ Belfast	11 709.0	26 377.2	20 413.4	24 766.7	24 970.4	22 593.8	17 178.2	22 193.4	17 410.9	17 620.8	11 159.4	12 349.3	12 289.0	13 672.3	13 664.8	5.2	-0.1
+ Benbecula	165.5	125.6	130.9	163.1	117.7	121.7	146.6	206.8	218.3	291.5	249.8	228.1	177.9	189.3	167.0	-9.5	-11.8
+ Birmingham	2 718.1	4 061.4	4 175.8	4 928.6	5 067.6	5 563.2	4 915.0	4 301.5	3 511.2	3 212.7	2 800.7	2 629.3	3 220.6	3 174.7	3 537.9	6.8	11.4
+ Blackpool	2 110.3	2 278.6	713.3	731.8	700.9	791.2	566.1	744.4	731.8	764.4	581.2	676.7	1 273.5	4 003.0	4 949.9	83.4	23.7
+ Bournemouth	14 645.9	2 112.4	185.4	428.7	439.2	599.3	783.6	4 151.4	2 730.4	5 100.3	4 559.6	6 098.6	8 876.8	9 359.8	9 504.6	20.9	1.5
+ Bristol	2 709.6	4 017.8	1 788.3	1 191.8	759.7	991.0	846.9	1 018.6	819.8	730.1	578.1	494.5	561.7	511.2	708.4	4.5	38.6
+ Cambridge	924.9	997.7	949.2	799.2	553.2	1 157.0	1 052.2	1 082.4	1 450.1	910.2	695.8	787.9	747.0	599.6	594.2	-5.7	-0.9
+ Cardiff	263.4	439.5	331.4	281.5	722.9	280.0	176.3	272.0	290.1	242.5	213.3	419.0	334.7	243.3	280.7	0.1	15.4
+ Coventry	—	1 466.2	131.2	154.7	73.3	102.3	283.5	2 306.2	1 421.4	68.3	61.2	111.1	82.6	23.2	144.7	1.6	523.7
+ East Midlands	389.0	1 763.7	2 061.0	2 584.0	1 743.4	2 044.5	1 493.7	4 823.9	6 533.4	8 016.4	7 213.7	7 653.2	5 057.1	6 576.6	9 282.6	42.3	41.1
+ Edinburgh	1 302.2	1 849.4	1 362.2	3 345.1	3 147.1	2 258.4	1 996.1	3 183.2	3 932.4	3 496.2	2 717.5	1 830.6	1 320.4	1 275.2	1 703.6	-12.2	33.6
+ Exeter	—	—	—	—	—	—	—	—	215.7	541.8	385.0	390.4	412.2	496.0	594.8	11.7	19.9
+ Glasgow	7 740.9	11 033.0	11 497.3	13 409.5	16 767.8	16 045.8	15 253.6	16 924.5	21 973.9	24 202.2	15 468.5	17 220.3	16 964.3	16 707.8	16 932.7	1.5	1.3
+ Gloucester/Cheltenham	—	—	—	—	—	—	3.5	0.1	—	—	—	—	—	—	—	—	—
+ Hawarden	169.2	203.1	186.8	195.2	4.2	1.5	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	—	—	—	—	—	—	—	—	—	30.9	17.7	112.4	—	535.0
+ Inverness	224.5	242.5	213.3	252.9	341.7	455.7	451.3	437.7	465.0	329.8	247.0	324.4	384.0	356.6	267.1	2.5	-25.1
+ Islay	77.1	139.3	111.1	126.3	125.4	134.3	178.9	166.0	93.2	78.7	53.8	44.6	78.0	115.8	130.7	31.4	12.9
+ Isle of Man	2 473.7	4 302.3	3 723.2	4 038.0	3 593.9	3 253.0	3 377.5	4 092.4	4 286.5	3 672.6	3 019.2	2 857.6	2 597.3	2 518.3	2 523.9	-4.7	0.2
+ Isles of Scilly	55.2	50.5	130.0	166.6	135.7	206.5	190.3	197.9	217.6	161.3	110.8	97.4	90.4	103.0	126.3	3.2	22.6
+ Kirkwall	555.9	508.3	487.5	483.4	487.8	451.9	507.4	571.3	438.5	507.4	510.0	557.3	553.9	550.3	533.2	0.8	-3.1
+ Leeds/Bradford	1 179.3	1 709.0	1 921.1	2 294.1	2 123.1	1 480.6	1 099.1	1 055.7	846.9	815.3	619.4	519.5	371.2	323.7	411.8	-12.1	27.2
+ Liverpool	8 599.8	16 681.1	14 521.1	16 496.0	15 462.9	17 785.9	14 225.0	15 547.3	16 309.2	14 746.0	11 306.6	12 521.2	9 251.2	7 909.7	19 481.4	6.5	146.3
+ Lydd	64 984.4	69 833.3	50 526.7	34 380.9	28 996.6	19 325.5	16.2	48.1	78.6	796.9	3 348.7	3 830.2	4 108.2	4 000.8	4 238.7	5.3	5.9
+ Manchester	20 665.5	29 976.3	30 517.5	34 482.3	38 011.0	42 308.6	36 855.2	42 227.0	42 477.7	43 441.9	34 527.2	32 823.9	34 200.5	30 870.7	22 798.8	-8.5	-26.1
+ Manston	—	—	—	—	—	—	—	5 445.4	4 894.6	3 886.0	2 520.6	71.8	—	—	—	—	—
+ Newcastle	1 615.2	1 838.9	1 976.1	2 121.8	2 195.8	2 152.7	1 478.0	2 489.6	1 973.3	1 721.8	1 068.2	874.8	831.2	1 229.5	1 230.5	6.4	0.1
+ Norwich	—	—	—	—	—	—	—	—	362.7	361.0	454.3	590.2	533.1	479.7	689.9	6.5	43.8
+ Penzance Heliport	55.5	49.6	130.0	166.6	135.7	200.1	190.3	197.2	216.5	160.5	110.8	97.4	90.4	107.2	153.9	7.8	43.6
+ Prestwick	6 669.0	9 282.3	9 250.4	12 401.6	17 911.8	15 279.3	11 685.5	14 879.8	16 682.4	14 462.0	12 666.8	12 828.1	17 280.4	18 791.9	19 924.2	13.7	6.0
+ Southampton	61.9	12 615.8	10 187.9	912.8	1 200.6	1 499.2	1 479.8	1 705.6	1 108.7	962.4	1 483.2	1 397.9	1 755.8	2 843.5	2 360.6	17.8	-17.0
+ Stornoway	255.6	285.0	154.9	146.9	238.4	743.6	450.3	452.6	467.6	494.5	403.8	425.2	405.8	424.5	504.0	4.5	18.7
+ Sumburgh (ii)	185.4	232.7	212.1	243.3	261.6	303.2	440.0	517.8	464.0	1 054.0	1 210.1	1 588.7	1 870.5	2 081.0	(i) 1 417.9	—	—
+ Swansea	—	1.3	53.0	14.2	—	—	1.0	—	1.9	10.3	0.1	18.4	17.5	—	—	—	—
+ Teesside	248.9	623.2	411.7	376.7	215.5	236.6	148.4	375.8	477.5	419.5	351.4	281.0	458.9	383.6	1 711.8	41.6	346.2
+ Tiree	9.2	12.4	11.0	9.6	11.6	12.4	12.6	15.9	19.8	17.0	11.2	12.5	12.8	13.7	13.5	4.8	-1.5
+ Wick	58.9	60.3	69.1	72.2	78.6	81.1	80.2	138.3	103.9	104.7	86.0	85.9	75.0	129.6	112.2	9.9	-13.4
TOTAL other U.K. Airports	153 109.0	205 562.7	169 975.7	162 612.1	166 964.0	158 962.3	118 227.5	152 684.7	154 247.4	156 067.3	124 494.0	128 146.3	132 184.4	136 470.8	148 606.7	4.3	8.9
TOTAL all reporting U.K. Airports	418 057.1	517 150.9	488 396.9	524 459.5	583 133.7	576 725.6	528 245.1	643 958.4	694 961.0	717 003.6	637 700.6	659 356.5	704 849.4	748 183.9	795 314.6	5.8	6.3
Channel Islands Airports																	
Alderney	88.3	86.1	116.3	146.1	181.7	136.7	197.6	294.6	284.9	222.8	264.4	260.5	281.7	318.9	367.0	9.0	15.1
Guernsey	6 118.4	6 830.4	5 588.5	4 400.4	4 372.7	4 226.8	4 419.0	11 934.7	10 071.3	9 598.2	9 016.9	9 011.9	8 882.0	9 029.4	8 538.3	-1.1	-5.4
Jersey	9 922.8	12 837.4	11 171.2	8 915.3	8 967.4	8 755.7	8 579.8	14 224.7	15 377.8	12 728.0	10 662.1	10 881.0	10 045.9	9 378.0	8 586.0	-5.7	-8.4
TOTAL (Channel Is. Airports)	16 129.5	19 753.9	16 876.0	13 461.8	13 521.8	13 119.2	13 196.4	26 454.0	25 734.0	22 549.0	19 943.4	20 153.4	19 209.6	18 726.3	17 491.3	-3.3	-6.6

Note: —The above figures represent the weight of cargo picked up and set down.

(i) Traffic at Sumburgh from March—September, 1979 not included

Cargo by Type and Nationality of Operator Year 1979

Table 3.19

TONNES	Total	Scheduled Services						Charter Flights					
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways Set down	Uplifted	Others Set down	Uplifted	Set down	Uplifted	British Airways Set down	Uplifted	Others Set down	Uplifted	Set down	Uplifted
London Area Airports													
+ Gatwick	116 039.6	219.0	217.0	11 498.5	17 648.9	2 586.1	1 830.6	16.5	29.0	26 589.1	49 820.1	2 813.3	2 771.5
+ Heathrow	496 446.1	85 809.6	84 124.9	783.2	3 042.1	146 578.0	172 831.6	190.0	51.6	1 016.9	793.0	578.2	728.0
+ Luton	8 272.6	—	—	0.6	0.5	383.1	0.1	18.7	342.9	2 534.8	3 142.8	684.7	1 164.4
+ Southend	9 594.0	—	—	2 120.0	2 063.0	—	—	—	—	917.0	3 616.0	75.0	803.0
+ Stansted	16 355.6	37.0	—	2.3	2.6	4.1	—	—	—	5 260.3	9 365.2	580.6	1 103.5
TOTAL (London Area)	646 707.9	86 065.6	84 341.9	14 404.6	22 757.1	149 551.3	174 662.3	144.2	423.5	36 318.1	66 737.1	4 731.8	6 570.4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	7 798.0	710.5	1 450.4	338.5	443.7	—	—	226.4	615.4	980.6	2 938.2	30.2	64.1
+ Belfast	13 664.8	938.3	1 706.8	3 052.5	299.3	56.2	26.5	—	—	6 218.8	1 310.8	6.4	49.2
+ Benbecula	167.0	131.4	22.1	11.4	2.1	—	—	—	—	—	—	—	—
+ Birmingham	3 537.9	1 483.0	933.7	229.5	10.6	395.4	372.3	17.5	—	27.4	28.4	30.1	10.0
+ Blackpool	4 949.9	—	—	60.4	401.2	—	—	—	—	1.7	4 486.6	—	—
+ Bournemouth	9 504.6	1.5	1.4	5 122.4	3 755.2	—	—	—	—	283.2	293.4	31.2	16.3
+ Bristol	708.4	39.0	29.5	110.0	33.4	139.8	144.8	—	—	29.3	104.6	8.2	69.8
+ Cambridge	594.2	—	—	—	—	—	—	—	—	37.4	30.1	304.8	221.9
+ Cardiff	280.7	32.4	79.2	73.8	27.4	2.2	4.4	—	0.3	2.3	48.1	—	10.6
+ Coventry	144.7	—	—	0.4	0.3	—	—	1.5	—	59.4	61.6	—	21.5
+ East Midlands	9 282.6	0.1	—	774.1	1 115.3	67.2	81.6	—	—	1 595.2	4 267.3	360.7	1 021.1
+ Edinburgh	1 703.6	315.6	387.5	353.8	412.9	17.9	21.0	—	—	125.6	47.3	18.8	3.2
+ Exeter	594.8	—	—	60.7	125.7	—	—	—	—	—	408.4	—	—
+ Glasgow	16 932.7	4 591.4	2 538.3	739.2	442.9	3 238.7	4 021.7	1.2	2.2	918.3	218.2	99.2	121.4
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	112.4	—	—	34.6	18.7	—	—	—	—	3.9	10.6	42.4	2.2
+ Inverness	267.1	70.8	196.3	—	—	—	—	—	—	—	—	—	—
+ Islay	130.7	—	—	70.9	59.8	—	—	—	—	—	—	—	—
+ Isle of Man	2 523.9	120.1	175.2	1 973.5	255.1	—	—	—	—	—	—	—	—
+ Isle of Scilly	126.3	91.3	16.9	—	—	—	—	3.9	14.2	—	—	—	—
+ Kirkwall	533.2	355.3	148.8	9.9	10.3	—	—	3.8	1.1	0.8	2.0	—	1.2
+ Leeds/Bradford	411.8	84.6	105.2	116.7	75.9	2.8	2.4	—	—	1.9	21.5	0.8	—
+ Liverpool	19 481.4	15.7	5.2	352.4	468.1	3 718.9	7 780.3	—	—	1 309.7	4 561.2	527.5	742.4
+ Lydd	4 238.7	—	—	1 754.8	2 483.8	—	—	—	—	—	—	—	—
+ Manchester	22 798.8	3 297.2	2 313.8	448.6	351.9	6 475.9	8 149.1	16.9	6.3	142.5	906.1	132.6	557.9
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	1 230.5	175.7	175.1	369.3	350.9	—	—	—	—	52.2	82.9	1.2	23.2
+ Norwich	689.9	—	—	332.2	318.0	—	—	—	—	7.5	27.8	3.3	1.1
+ Penzance Heliport	153.9	16.9	91.3	—	—	—	—	26.7	19.0	—	—	—	—
+ Prestwick	19 924.2	6 396.9	2 711.3	653.3	128.7	6 597.2	2 134.5	—	—	477.1	282.9	385.9	156.4
+ Southampton	2 360.6	77.3	158.9	177.1	753.3	—	—	—	—	35.0	710.1	7.3	441.6
+ Stornoway	504.0	417.8	37.4	1.1	11.1	—	—	0.3	0.1	30.9	0.6	0.3	4.4
+ Sumburgh (i)	1 417.9	298.3	53.8	0.6	—	—	—	62.7	243.0	452.7	295.1	9.4	2.3
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	1 711.8	0.2	—	136.9	90.9	—	—	—	—	297.9	247.5	178.4	760.0
+ Tiree	13.5	—	—	12.5	1.0	—	—	—	—	—	—	—	—
+ Wick	112.2	24.5	10.5	16.0	15.5	—	—	—	—	29.8	9.9	—	6.0
TOTAL other UK Airports	148 606.7	19 685.8	13 348.6	17 387.1	12 463.1	20 712.2	22 738.6	360.9	901.6	13 121.1	21 401.2	2 178.7	4 307.8
TOTAL all reporting UK Airports	795 314.6	105 751.4	97 690.5	31 791.7	35 220.2	170 263.5	197 400.9	505.1	1 325.1	49 439.2	88 138.3	6 910.5	10 878.2
Channel Islands Airports													
Alderney	367.0	—	—	320.8	45.6	—	—	—	—	0.6	—	—	—
Guernsey	8 538.3	71.8	33.2	2 988.5	4 148.7	16.1	8.3	—	—	531.6	740.5	—	—
Jersey	8 586.0	526.9	213.6	4 617.9	2 795.8	6.8	0.3	—	—	220.0	202.5	2.1	0.1
TOTAL (Channel Is. Airports)	17 491.3	598.7	246.8	7 927.2	6 990.1	22.9	8.6	—	—	752.2	943.0	2.1	0.1

(i) Traffic at Sumburgh from March-September, 1979 not included.

Cargo for 1979

Total compared with A Year Earlier

Table 3.20

TONNES	International				Domestic				Total 1979	Total 1978		Percentage change		
	Scheduled		Charter		Scheduled		Charter			Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft	Passenger Aircraft	Cargo Aircraft
London Area Airports														
+ Gatwick	23 394	3 747	963	78 810	2 871	3 988	34	2 233	27 262	88 778	17 264	92 059	57.9	-3.6
+ Heathrow	294 542	187 987	4	3 271	4 954	5 686	—	2	299 500	196 946	270 073	190 123	10.9	3.6
+ Luton	78	304	1 236	5 344	2	—	32	1 275	1 348	6 923	1 478	4 770	-8.8	45.1
+ Southend (a)	4 116	—	4 854	—	29	—	595	—	9 594	—	8 060	—	19.0	—
+ Stansted	5	37	775	15 107	5	—	1	428	786	15 572	3 873	24 013	-79.7	-35.2
TOTAL (London Area)	322 135	192 075	7 832	102 532	7 861	9 674	662	3 938	338 490	308 219	300 748	310 965	12.5	-0.9
Westland Heliport (Battersea) (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	606	—	3 166	291	2 321	15	1 112	285	7 205	591	6 000	392	20.1	50.8
+ Belfast	80	3	8	196	3 809	2 188	12	7 369	3 909	9 756	4 843	8 828	-19.3	10.5
+ Benbecula	—	—	—	—	167	—	—	—	167	—	188	—	-11.2	—
+ Birmingham	2 729	—	20	85	696	—	—	7	3 445	92	2 907	266	18.5	-65.4
+ Blackpool	85	—	—	—	338	38	60	4 428	483	4 466	453	3 550	6.6	25.8
+ Bournemouth	1	—	37	310	118	8 761	—	277	156	9 348	33	9 326	372.7	0.2
+ Bristol	439	1	19	170	56	1	—	24	514	196	399	112	28.8	75.0
+ Cambridge	—	—	594	—	—	—	—	—	594	—	601	—	-1.2	—
+ Cardiff	146	4	12	47	69	—	—	3	227	54	210	32	8.1	68.8
+ Coventry	—	—	4	77	—	—	—	65	4	142	—	23	—	517.4
+ East Midlands	496	967	22	6 551	566	9	3	669	1 087	8 196	1 174	5 400	-7.4	51.8
+ Edinburgh	269	18	—	58	1 215	6	1	135	1 485	217	1 267	9	17.2	2 311.1
+ Exeter	28	—	—	408	159	—	—	—	187	408	288	208	-35.1	96.2
+ Glasgow	2 150	5 898	5	314	3 123	4 401	120	922	5 398	11 535	4 906	11 803	10.0	-2.3
+ Gloucester/Cheltenham (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden (a)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	40	—	—	59	13	—	—	—	53	59	12	6	341.7	883.3
+ Inverness	—	—	—	—	267	—	—	—	267	—	356	—	-25.0	—
+ Islay	—	—	—	—	131	—	—	—	131	—	115	—	13.9	—
+ Isle of Man	7	—	—	—	1 223	1 295	—	—	1 230	1 295	1 211	1 306	1.6	-0.8
+ Isles of Scilly (a)	—	—	—	—	110	—	18	—	128	—	102	—	25.5	—
+ Kirkwall	—	—	—	1	524	—	5	3	529	4	537	13	-1.5	-69.2
+ Leeds/Bradford	177	—	2	14	210	1	—	9	389	24	319	5	21.9	380.0
+ Liverpool	356	11 164	41	1 420	750	71	6	5 674	1 153	18 329	784	7 127	47.1	157.2
+ Lydd	1	3 944	—	—	—	293	—	—	1	4 237	4	3 997	-75.0	6.0
+ Manchester	7 572	11 269	15	1 734	2 043	152	3	9	9 633	13 164	9 777	21 093	-1.5	-37.6
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	581	—	7	37	475	14	8	107	1 071	158	910	319	17.7	-50.5
+ Norwich	415	—	5	32	234	—	—	3	654	35	474	6	38.0	483.3
+ Penzance Heliport (a)	—	—	20	—	110	—	25	—	155	—	106	—	46.2	—
+ Prestwick	2 535	13 276	1	1 201	109	2 701	—	99	2 645	17 277	1 855	16 940	42.6	2.0
+ Southampton	99	1	5	1 165	1 056	12	8	15	1 168	1 193	1 395	1 450	-16.3	-17.7
+ Stornoway	—	—	—	3	466	2	25	9	491	14	414	9	18.6	55.6
+ Sumburgh (i)	—	—	367	170	353	—	402	127	1 122	297	1 910	176	—	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	52	—	1	1 430	176	—	2	50	231	1 480	348	36	-33.6	4 011.1
+ Tiree	—	—	—	—	13	—	—	—	13	—	13	—	—	—
+ Wick	—	—	—	6	66	—	—	40	66	46	78	52	-15.4	-11.5
TOTAL (Incl. London Area)	340 999	238 620	12 183	118 311	28 827	29 634	2 472	24 267	384 481	410 832	342 827	403 273	12.2	1.9
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	365	—	322	—	13.4	—
+ Guernsey	—	—	—	—	—	—	—	—	8 416	—	9 029	—	-6.8	—
+ Jersey	—	—	—	—	—	—	—	—	8 806	—	9 379	—	-6.1	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	17 587	—	18 730	—	-6.1	—

(a) No breakdown given between passengers and cargo aircraft for these airports. All cargo is allocated to passenger aircraft.
 (i) Traffic at Sumburgh from March-September, 1979 not included.

Table 3.21

Passengers at UK Airports and Seaports

Comparison with a year earlier

	1979 (000)	1978 (000)	Percentage change
Heathrow	28 357	26 913	+5
Port of Dover	9 208	8 422	+9
Gatwick	8 796	7 841	+12
Manchester	3 541	3 480	+2
Glasgow	2 379	2 187	+9
Luton	2 210	2 061	+7
Port of Harwich	1 701	1 707	—
Birmingham	1 608	1 352	+19
Port of Folkestone	1 553	1 643	—5
Belfast	1 412	1 177	+20
Aberdeen	1 294	1 211	+7
Edinburgh	1 277	1 159	+10
Port of Holyhead	1 109	1 093	+1
Port of Southampton	978	891	+10
Port of Felixstowe	942	836	+13
Newcastle	906	814	+11
Port of Newhaven	806	615	+31
Prestwick	708	620	+14
East Midlands	596	550	+8
Port of Liverpool	534	531	+1
Isle of Man	391	359	+9

International passengers only are shown for seaports.

Terminal and Transit passengers*are shown for airports.

Source for seaport statistics supplied by the Department of Industry and Trade.

Table 3.22

International Passengers at UK Airports and Seaports

Comparison with a year earlier

	1979 (000)	1978 (000)	Percentage change
Heathrow	23 841	22 782	+5
Port of Dover	9 208	8 422	+9
Gatwick	7 768	6 966	+12
Manchester	2 508	2 472	+1
Luton	2 180	2 035	+7
Port of Harwich	1 701	1 707	—
Port of Folkestone	1 553	1 643	—5
Port of Holyhead	1 109	1 093	+1
Birmingham	1 092	894	+22
Port of Southampton	978	891	+10
Port of Felixstowe	942	836	+13
Port of Newhaven	806	615	+31
Glasgow	654	615	+6
Port of Liverpool	534	531	+1
Newcastle	447	381	+17
Prestwick	399	336	+19
East Midlands	390	370	+5
Stansted	338	315	+7
Aberdeen	329	326	+1
Southend	131	198	—34

Terminal passengers are shown for airports.

Source for seaport statistics supplied by the Department of Industry and Trade.

Passengers Departing from UK Airports on Inclusive Tour Charter Flights

Table 3.23

WINTER (NOVEMBER TO MARCH) 1978/79

	Spain incl. Canaries and Balearics	Italy incl. Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl. Madeira	France	Other Countries	Total
All Airlines	640 004	189 087	101 218	25 044	67 058	24 980	14 541	53 369	28 722	191 550	1 335 573
of which UK Airlines	590 079	173 644	85 294	25 044	58 737	24 980	2 625	48 086	21 491	111 024	1 141 004
of which Foreign Airlines	49 925	15 443	15 924	—	8 321	—	11 916	5 283	7 231	80 526	194 569
UK Originating Traffic	621 593	162 035	41 668	25 044	47 456	24 980	3 579	48 764	18 497	112 357	1 105 973
of which UK Airlines	584 782	161 263	41 668	25 044	46 654	24 980	2 625	47 151	18 413	92 194	1 044 774
of which Foreign Airlines	36 811	772	—	—	802	—	954	1 613	84	20 163	61 199
Non-UK Originating Traffic	18 411	27 052	59 550	—	19 602	—	10 962	4 605	10 225	79 193	229 600
of which UK Airlines	5 297	12 381	43 626	—	12 083	—	—	935	3 078	18 830	96 230
of which Foreign Airlines	13 114	14 671	15 924	—	7 519	—	10 962	3 670	7 147	60 363	133 370

SUMMER (APRIL TO MARCH) 1979

All Airlines	1 928 959	439 512	182 242	570 907	104 381	53 722	146 902	143 208	48 512	509 502	4 105 807
of which UK Airlines	1 691 054	403 028	150 049	570 907	67 173	53 722	24 226	119 731	32 863	195 621	3 286 234
of which Foreign Airlines	237 905	36 484	32 193	—	37 208	—	122 676	23 477	15 649	313 981	819 573
UK Originating Traffic	1 898 805	371 444	43 038	570 142	45 946	53 722	136 888	142 798	40 825	334 631	3 638 239
of which UK Airlines	1 674 225	369 620	42 793	570 142	38 908	53 722	20 913	119 321	27 865	168 882	3 081 861
of which Foreign Airlines	224 580	1 824	245	—	7 038	—	118 975	23 477	12 960	170 279	556 378
Non-UK Originating Traffic	30 154	68 068	139 204	765	58 435	—	10 014	410	7 687	152 831	467 508
of which UK Airlines	16 829	33 408	107 256	765	28 265	—	3 313	410	4 998	26 639	204 373
of which Foreign Airlines	13 325	34 660	31 948	—	30 170	—	6 701	—	2 689	143 702	263 195

1979 Passenger Movements ('000) Between Planning Regions and Airports

Table 3.24

Airport	Scotland		Northern		Yorkshire/ Humberside		North West		West Midlands		East Midlands		East Anglia		Wales		South West		South East GLC and London Metropolitan		South East Remainder		All Regions	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Aberdeen (1)	759.3	16	6.2	—	1.5	—	3.5	—	0.8	—	2.4	—	2.4	—	0.9	—	1.7	—	7.2	—	1.5	—	787.3	2
Glasgow	2 222.3	46	10.1	1	1.4	—	2.7	—	0.4	—	1.2	—	—	—	0.2	—	0.4	—	3.6	—	1.0	—	2 243.4	5
Edinburgh	1 205.4	25	6.2	—	0.2	—	0.4	—	0.7	—	1.2	—	—	—	—	—	—	—	—	—	—	—	1 214.1	3
Prestwick (2)	328.1	7	13.2	1	0.6	—	1.8	—	0.6	—	0.2	—	0.1	—	0.2	—	—	—	1.4	—	0.5	—	346.7	1
Newcastle	26.7	1	727.7	51	13.2	1	2.5	—	1.5	—	0.6	—	—	—	0.1	—	0.2	—	1.1	—	0.1	—	773.7	2
Tees-side	1.4	—	246.1	17	29.6	2	0.1	—	—	—	0.1	—	—	—	—	—	—	—	0.1	—	—	—	277.4	1
Leeds/Bradford	0.6	—	15.2	1	347.8	19	15.8	—	0.6	—	2.7	—	0.2	—	—	—	—	—	0.5	—	0.1	—	383.6	1
Liverpool	1.7	—	8.1	1	11.5	1	439.2	13	13.1	1	4.2	—	0.8	—	15.4	2	4.6	—	20.2	—	2.9	—	521.8	1
Manchester	46.1	1	110.7	8	511.1	28	2 424.3	70	137.2	6	58.4	4	1.6	—	86.6	10	5.8	—	16.4	—	4.6	—	3 402.8	8
Birmingham	6.3	—	11.0	1	75.6	4	34.6	1	1 155.1	52	143.1	11	6.1	1	21.9	2	37.2	2	15.3	—	25.4	1	1 531.7	4
East Midlands	2.3	—	8.9	1	142.1	8	11.6	—	74.0	3	338.0	25	3.2	—	1.0	—	3.9	—	4.3	—	2.5	—	591.8	1
Cardiff	0.1	—	—	—	0.2	—	1.1	—	1.8	—	0.1	—	—	—	232.1	26	14.6	1	0.8	—	0.3	—	251.1	1
Bristol	0.2	—	0.2	—	0.6	—	0.5	—	2.9	—	0.3	—	0.4	—	41.4	5	179.4	10	1.7	—	1.7	—	229.3	1
Southampton (3)	2.9	—	2.3	—	5.6	—	6.6	—	6.5	—	3.6	—	2.1	—	2.3	—	29.8	2	78.4	—	140.5	5	280.7	1
Heathrow	118.6	2	126.5	9	318.1	18	307.5	9	509.8	23	434.7	32	413.0	57	314.8	35	984.7	56	13 746.4	68	1 596.1	54	18 870.2	45
Gatwick	109.4	2	82.6	6	184.0	10	168.8	5	195.6	9	166.9	12	161.6	22	135.0	15	390.2	22	5 253.1	26	1 004.9	34	7 852.1	19
Luton (4)	23.2	—	39.7	3	159.7	9	64.0	2	133.7	6	200.2	15	133.1	18	41.2	5	112.9	6	1 092.3	5	179.7	6	2 179.8	5
TOTAL	4 854.6	100	1 414.7	100	1 803.2	100	3 485.0	100	2 234.5	100	1 357.9	100	724.6	100	893.1	100	1 765.4	100	20 242.8	100	2 961.8	100	41 737.5	100

1. Aberdeen Airport — Excludes all Helicopter Passengers.
2. Prestwick Airport — Includes International Passengers only.
3. Southampton Airport — Includes Domestic Passengers only.
4. Luton Airport — Includes International Passengers only.

The table above shows a national picture of air passenger movements between planning regions and seventeen major UK airports. The information is drawn from origin/destination surveys run by the Authority in 1975, 1976 and 1978. All these percentages have been applied to 1979 levels of traffic. Only terminating passengers are included in the table i.e. those passengers who arrive at or depart from an airport by surface modes of transport.

Further information on origin/destination surveys is available as follows:

- 1972 — London Area Airports CAP 363.
- 1975 — Scottish and Central England Airports CAP 394.
- 1976 — Other English Provincial Airports CAP 423.
- 1978 — London Area Airports. To be published in Autumn 1980.

Part 4

International Civil Aviation Statistics

World Airlines — Scheduled Services 1978

Table 4.1

	Aircraft movements		Passengers carried		Average passenger load		Passenger load factors		Cargo tonne-km		Average cargo load		Capacity tonne-km		Load tonne-km		Weight load factor %	
	Percentage change		Percentage change		Percentage change		Percentage change		Percentage change		Percentage change		Percentage change		Percentage change		Percentage change	
	000s	on 1977	millions	on 1977	on 1977	on 1977	1978	1977	millions	on 1977	tonnes	on 1977	millions	on 1977	millions	on 1977	1978	1977
North American airlines																		
International services	614	−0.6	25.4	9.1	133	15.7	63	57	3 331	6.6	5.65	3.7	19 707	3.3	10 961	13.2	56	51
Domestic services	10 076	1.3	267.4	13.6	84	10.6	..	..	5 686	6.4	1.52	2.7	66 410	4.6	35 563	13.7	54	49
TOTAL	10 690	1.2	292.8	13.2	91	12.4	62	56	9 017	6.5	2.08	2.5	86 117	4.3	46 524	13.6	54	50
European airlines†																		
International services	2 274	5.7	67.2	10.3	107	8.1	61	59	7 069	11.1	4.87	4.3	36 657	9.6	21 641	14.0	59	56
Domestic services	2 156	1.3	55.4	8.4	68	0.0	..	..	264	−12.9	0.68	−16	4 515	3.5	2 637	1.5	58	56
TOTAL	4 430	3.5	122.6	9.5	99	7.6	62	66	7 333	10.0	3.98	3.6	41 172	8.9	24 278	12.5	59	55
United Kingdom airlines (included in European)																		
International services	552	10.0	16.8	20.9	127	10.4	63	60	1 142	17.4	3.41	2.1	8 626	17.5	5 269	24.8	61	58
Domestic services	374	15.4	6.4	14.3	48	0.0	62	62	11	0.0	0.23	−11.5	380	15.2	222	15.6	58	58
TOTAL	926	12.1	23.2	19.0	117	9.3	63	60	1 153	17.2	2.99	1.7	9 006	17.4	5 491	24.4	61	58
Other airlines*																		
International services	1 420	3.5	47.5	13.4	112	7.7	63	55	6 291	17.5	4.94	9.5	34 377	13.1	19 683	0.2	57	56
Domestic services	4 140	2.7	115.5	11.7	76	7.0	61	..	897	14.3	0.89	2.3	12 113	8.2	7 231	11.8	60	58
TOTAL	5 560	2.9	163.0	12.2	96	7.9	62	61	7 188	17.1	3.14	9.0	46 490	11.8	26 914	14.9	58	56
Total world airlines*																		
International services	4 308	4.0	139.8	11.0	113	8.7	62	59	16 691	12.4	5.19	9.3	90 733	9.4	52 285	14.6	58	55
Domestic services	16 372	1.7	438.2	12.4	81	9.5	62	..	6 828	6.1	1.33	2.3	83 046	5.0	45 431	12.6	55	51
TOTAL	20 680	2.1	578.0	12.0	94	9.3	62	61	23 519	10.5	2.79	5.7	173 779	7.3	97 716	13.7	56	53
TOTAL including USSR	..	..	676	10.8	..	..	61	61	25 845	9.4	..	..	192 602	6.7	113 150	12.7	59	56
United Kingdom airlines percentage share of international services	12.8		12.0						6.8				9.5		10.1			

†Excluding USSR

*Excluding USSR, also China and other non-ICAO States

Source: International Civil Aviation Organisation

Traffic at Major World Airports 1978

(Airports which handled more than 6 million terminal passengers* shown in descending order)

Table 4.2

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Terminal Passengers*		Total Cargo†	
			(000s)	Percentage change on 1977	(000s)	Percentage change on 1977	(000s)	Percentage change on 1977	(000s)	Percentage change on 1977
Chicago	O'Hare	USA	777.2	3.7	602.4	3.8	49 151	3.3	797.0	0.3
Atlanta	Hartsfield	USA	557.0	7.8	496.3	8.3	36 536	21.9	308.7	15.1
Los Angeles	International	USA	539.0	7.6	459.0	6.3	32 901	16.0	806.2	32.2
London	Heathrow	UK	292.1	10.2	268.8	10.6	26 487	13.3	462.8	4.7
New York	J. F. Kennedy	USA	323.9	2.6	293.0	-0.4	24 846	10.2	1 210.0	1.6
San Francisco	International	USA	355.9	2.2	296.0	1.8	21 479	6.1	370.1	9.8
Tokyo	Haneda	Japan	144.5	-14.2	144.7	-9.6	20 794	-10.1	277.2	-37.5
Dallas — Fort Worth	Regional	USA	607.4	51.6	408.0	11.6	19 800	3.9	92.6	12.4
Denver	Stapleton	USA	466.6	0.1	336.9	11.4	18 934	23.9	123.2	9.5
New York	La Guardia	USA	347.4	6.4	277.5	0.7	17 097	13.3	50.8	3.8
Miami	International	USA	355.1	13.1	281.5	10.2	16 501	20.1	465.6	3.9
Osaka	International	USA	.	.	126.1	-3.3	15 300	9.8	152.8	21.1
Frankfurt	Rhein-Main	West Germany	216.5	2.0	203.5	2.8	14 961	-0.1	561.0	3.6
Honolulu	International	USA	379.0	15.2	121.0	6.0	13 790	13.0	144.6	3.5
Paris	Orly	France	180.8	6.0	171.3	5.8	13 693	9.0	166.0	1.9
Boston	Logan	USA	299.9	6.6	259.8	3.8	13 543	11.9	171.8	6.2
Washington	National	USA	352.0	6.2	208.7	-1.7	13 462	6.7	38.6	1.6
Toronto	International	Canada	260.9	7.3	168.0	4.4	12 372	0.5	164.1	7.6
Rome**	Fiumicino/Ciampino	Italy	171.3	-1.4	156.0	8.8	11 027	4.4	166.5	7.6
Madrid	Barajas	Spain	127.7	3.3	123.9	3.7	10 520	12.2	155.0	4.9
Houston	International	USA	.	.	165.3	13.8	9 749	21.9	72.1	26.8
Detroit	Metropolitan	USA	267.9	2.3	167.3	0.4	9 561	11.1	198.1	23.9
Philadelphia	International	USA	337.3	1.9	252.5	3.9	9 549	11.4	121.5	6.3
Amsterdam	Schiphol	Netherlands	188.0	2.2	143.2	5.0	9 115	6.0	270.0	-1.6
Las Vegas	McCarran International	USA	345.7	7.9	152.3	7.7	9 111	14.4	15.0	18.0
Paris	Charles de Gaulle	France	106.0	6.1	103.4	6.5	9 049	8.0	335.8	17.7
Copenhagen	Kastrup	Denmark	167.5	2.2	151.5	2.9	8 674	2.3	160.8	2.8
New York	Newark	USA	192.7	7.4	165.4	9.9	8 474	16.0	123.2	13.3
Athens	Hellenikon	Greece	132.6	-16.9	109.2	10.3	8 379	18.6	53.0	6.4
Seattle/Tacoma	International	USA	195.0	11.1	162.2	8.9	8 364	14.0	210.0	27.3
Minneapolis/St. Paul	International	USA	263.5	-0.1	122.2	-10.3	8 358	-0.3	70.2	-11.6
St. Louis	Lambert	USA	340.5	1.9	230.3	3.9	8 295	14.6	80.7	59.8
Palma de Mallorca	Son San Juan	Spain	81.2	6.8	79.3	6.1	7 890	11.9	30.5	7.6
London	Gatwick	United Kingdom	125.9	14.6	99.1	17.3	7 761	17.8	111.0	15.9
Zurich	Kloten	Switzerland	150.5	3.6	111.1	1.7	7 319	3.6	139.1	10.2
Cleveland	Hopkins	USA	237.0	-0.6	.	.	7 055	10.6	94.7	-32.8
Sydney	Kingsford-Smith	Australia	.	.	139.0	2.2	6 900	6.0	.	.

** Data for two airports serving the city are combined

Ø Estimated data

* Terminal passengers carried on air transport flights (includes passengers in connecting transit)

† Cargo carried on air transport flights

Sources: British Airports Authority

International Civil Aviation Organisation

Size Structure of Airports in the Western World 1978

Table 4.3

Total Air Transport Movements (000s)						Terminal Passengers* on International Flights (000s)					
Location	Airport	Country or State	1978	1977	Percentage Change	Location	Airport	Country or State	1978	1977	Percentage Change
Chicago	O'Hare	Illinois, USA	602.4	580.1	3.8	London	Heathrow	United Kingdom	22 782	20 568	10.8
Atlanta	Hartsfield	Georgia, USA	496.3	470.1	5.6	New York	J. F. Kennedy	New York, USA	12 521	11 490	9.0
Los Angeles	International	California, USA	459.0	431.8	6.3	Frankfurt	Rhein-Main	West Germany	10 304	9 634	7.0
Dallas — Fort Worth	Regional	Texas, USA	408.0	320.2	27.4	Amsterdam	Schipol	Netherlands	8 986	8 444	6.4
Denver	Stapleton	Colorado, USA	336.9	302.4	11.4	Paris	Orly	France	8 263	7 543	9.5
San Francisco	International	California, USA	296.0	290.8	1.8	Paris	Charles de Gaulle	France	8 054	7 550	6.7
New York	J. F. Kennedy	New York, USA	293.0	294.1	0.4	Zurich	Kloten	Switzerland	6 978	6 741	3.5
Miami	International	Florida, USA	281.5	234.0	20.3	London	Gatwick	United Kingdom	6 966	5 786	20.4
New York	La Guardia	New York, USA	277.5	238.9	16.2	Copenhagen	Kastrup	Denmark	6 908	6 795	1.7
London	Heathrow	United Kingdom	268.8	243.0	10.6	Rome**	Fiumicino/Ciampino	Italy	6 796	.	.
Boston	Logan	Massachusetts, USA	259.8	250.2	3.8	Toronto	International	Canada	5 873	5 516	6.5
Philadelphia	International	Pennsylvania, USA	252.5	243.0	3.9	Tokyo	Haneda	Japan	2 686	6 517	—58.8
International Air Transport Movements (000s)						Cargo† (tonnes 000s)					
London	Heathrow	United Kingdom	210.4	199.1	5.7	New York	J. F. Kennedy	New York, USA	1 210	1 191	1.6
Amsterdam	Schipol	Netherlands	137.6	129.9	5.9	Los Angeles	International	California, USA	806	610	32.1
Frankfurt	Rein-Main	West Germany	131.9	128.1	3.0	Chicago	O'Hare	Illinois, USA	797	795	0.3
Copenhagen	Kastrup	Denmark	118.6	115.2	3.0	Frankfurt	Rhein-Main	West Germany	561	541	3.7
Zurich	Kloten	Switzerland	103.5	102.3	1.2	Miami	International	Florida, USA	465	448	3.8
Paris	Orly	France	98.2	91.6	7.2	London	Heathrow	United Kingdom	462	442	4.5
New York	J. F. Kennedy	New York, USA	94.1	96.7	—2.4	San Francisco	International	California, USA	370	392	—5.6
Rome**	Fiumicino/Ciampino	Italy	92.7	91.3	7.5	Paris	Charles de Gaulle	France	335	284	18.0
Paris	Charles de Gaulle	France	87.3	86.8	0.6	Atlanta	Hartsfield	Georgia, USA	308	326	—5.5
San Juan	Puerto Rico Intl.	Puerto Rico, USA	86.7	86.2	0.6	Tokyo	Haneda	Japan	277	443	—37.5
Brussels	National	Belgium	80.6	74.9	7.6	Amsterdam	Schipol	Netherlands	270	274	—1.5
Athens	Hellenikon	Greece	68.7	65.9	4.2	Hong Kong	Kai Tak	Hong Kong	228	174	31.0
Terminal Passengers* (000s)											
Chicago	O'Hare	Illinois, USA	49 151	43 381	3.3	*Terminal Passengers carried on air transport flights (includes passengers in connecting transit) **Data for two airports serving the city are combined †Estimated data ‡Cargo carried on air transport flights Sources: International Civil Aviation Organisation British Airports Authority					
Atlanta	Hartsfield	Georgia, USA	36 536	29 978	21.9						
Los Angeles	International	California, USA	32 901	28 362	16.0						
London	Heathrow	United Kingdom	26 488	23 387	13.3						
New York	J. F. Kennedy	New York, USA	24 846	22 546	10.2						
San Francisco	International	California, USA	21 479	20 249	6.1						
Tokyo	Haneda	Japan	20 794	23 191	—10.1						
Denver	Stapleton	Colorado, USA	18 934	15 282	23.9						
New York	La Guardia	New York, USA	17 097	15 088	13.3						
Miami	International	Florida, USA	16 501	13 736	20.1						
Osaka	International	Japan	15 300	13 935	9.8						
Frankfurt	Rhein-Main	West Germany	14 961	14 969	—0.1						

Major Western European Airports — Aircraft Movements, Passengers and Cargo 1978

Table 4.4

Location	Airport	Country	Total Aircraft Movements (000)	Percentage change on 1977	Air Transport Movements (000)	Percentage change on 1977	Total Passengers (000)	Percentage change on 1977	Terminal Passengers (000)	Percentage change on 1977	International Terminal Passengers (000)	Percentage change on 1977	Total Cargo (000)	Percentage change on 1977
Alicante	Alicante	Spain	22.0	-9.5	22.5	11.4	2 305	19.5	2 295	20.1	1 674	21.8	10.7	1.9
Amsterdam	Schiphol	Netherlands	187.9	2.2	143.1	5.0	9 468	6.0	9 115	6.1	8 986	6.4	270.0	-1.6
Athens	Hellenikon	Greece	132.6	10.0	109.2	9.5	..	..	8 379	15.2	4 865	9.1	53.0	6.4
Barcelona	Barcelona	Spain	82.2	3.8	78.8	4.4	6 308	12.8	6 092	13.0	1 693	10.8	60.7	12.2
Belgrade	Surcin	Yugoslavia	50.4	11.0	47.2	11.6	2 694	14.6	2 661	16.7	1 022	14.1	19.3	-15.7
West Berlin	Tegel	West Germany	54.7	1.5	53.3	1.3	4 029	-0.3	4 029	-0.3	928	3.6	11.3	-2.6
Brussels	National	Belgium	109.4	4.5	80.8	7.4	4 829	6.2	4 829	8.5	4 824	8.6	131.1	2.6
Cologne-Bonn	Wahn	West Germany	88.1	15.0	35.9	2.3	2 127	10.4	2 001	10.7	955	15.9	74.3	6.0
Copenhagen	Kastrup	Denmark	167.4	2.2	151.4	2.9	9 114	2.4	8 674	2.4	6 908	1.7	160.8	2.9
Dublin	Dublin	Ireland	89.8	5.5	39.3	10.1	2 514	10.8	2 514	10.9	2 254	12.0	39.3	-19.3
Dusseldorf	Lohausen	West Germany	113.2	2.0	81.6	4.6	6 360	9.5	6 211	8.8	4 403	10.5	34.8	0.3
Frankfurt	Rhein-Main	West Germany	216.5	2.0	203.4	3.4	15 876	11.8	14 961	-0.1	10 304	7.0	561.0	3.7
Geneva	Cointrin	Switzerland	130.1	-0.2	71.5	4.2	4 534	4.0	3 913	3.2	3 275	4.0	36.2	4.3
Glasgow	Abbotsinch	United Kingdom	80.2	13.8	44.6	24.6	2 187	22.9	2 154	22.9	615	4.8	17.0	-4.5
Hamburg	Fuhlsbuttel	West Germany	95.0	2.7	62.3	0.2	4 159	5.2	3 967	4.9	1 786	5.9	26.4	0.0
Hanover	Langenhagen	West Germany	62.3	-11.0	35.9	3.8	2 098	2.3	1 967	2.9	882	3.6	9.7	-26
Helsinki	Helsinki	Finland	75.3	-4.7	51.0	5.2	2 942	8.5	2 942	8.5	1 870	6.3	23.6	9.8
Istanbul	Yesilkoy	Turkey	52.0	1.8	47.3	1.7	3 085	-9.1	2 987	-9.9	1 837	-8.1	20.2	-9.0
Las Palmas	Las Palmas	Spain	57.8	9.5	56.7	9.5	4 832	6.2	4 549	3.9	2 276	2.5	45.2	22.8
Lisbon	Portela de Sacavem	Portugal	47.5	3.3	38.8	3.7	3 169	5.9	2 705	7.3	2 051	11.6	50.7	21.3
London	Gatwick	United Kingdom	125.9	14.5	99.0	17.3	7 843	17.9	7 750	17.8	6 966	20.4	111.0	15.9
London	Heathrow	United Kingdom	292.0	10.2	268.9	10.7	26 910	13.2	26 488	13.3	22 782	10.8	462.8	4.7
London	Luton	United Kingdom	58.7	1.2	20.4	-1.9	2 060	5.5	2 058	5.7	2 034	5.9	6.2	77.1
Madrid	Barajas	Spain	127.7	3.3	123.8	3.3	10 913	12.3	10 520	12.2	3 861	10.3	155.0	4.9
Malaga	Malaga	Spain	43.9	8.9	38.4	7.9	3 616	21.0	3 530	22.1	2 378	23.2	6.8	4.6
Manchester	Ringway	United Kingdom	77.6	2.0	51.0	8.1	3 479	19.9	3 408	22.0	2 472	20.4	30.8	-10.7
Marseille	Margnane	France	87.9	3.9	45.2	3.7	3 217	5.8	2 829	6.0	1 335	5.5	23.7	15.0
Milan	Linate	Italy	95.0	-1.6	78.0	-1.8	4 997	0.9	4 847	1.0	..	..	55.8	3.5
Munich	Riem	West Germany	130.2	5.5	80.4	3.3	5 625	6.2	5 283	6.4	3 031	7.7	32.7	-7.3
Nice	Cote d'Azur	France	65.7	9.7	45.7	6.3	2 753	6.8	2 507	6.8	1 088	6.3	11.1	0.9
Oslo	Fornebu	Norway	97.3	3.5	59.0	5.7	3 480	8.0	3 469	8.0	1 503	7.4	26.2	-1.1
Palma de Mallorca	Son San Juan	Spain	80.8	6.3	79.0	5.8	7 930	12.0	7 890	12.0	5 920	11.6	30.5	7.8
Paris	Charles de Gaulle	France	106.0	6.1	103.4	6.5	9 280	7.8	9 049	7.5	8 054	6.7	335.8	18.2
Paris	Le Bourget	France	64.0	-6.8	15.2	-26.6	254	-43	254	-45.1	77	-73.4	0.5	-14.7
Paris	Orly	France	180.1	5.6	171.3	5.8	14 000	8.8	13 690	9.0	8 263	9.5	166.0	1.9
Rome*	Fiumicino/Ciampino	Italy	171.3	-1.4	157.0	-0.3	11 939	4.8	11 027	4.4	6 796	..	166.5	7.6
Stockholm	Arlanda	Sweden	90.6	2.7	69.3	3.0	4 500	9.0	4 373	9.1	3 387	7.5	44.4	26.9
Stuttgart	Echterdingen	West Germany	90.7	18.7	47.8	12.5	2 743	17.4	2 636	17.2	1 515	20.8	2 019	6.6
Vienna	Schwechat	Austria	79.7	10.4	49.0	4.0	2 778	7.8	2 599	6.7	2 577	5.9	30.7	1.3
Zagreb	Pleso	Yugoslavia	34.3	8.2	31.2	6.8	1 828	14.2	1 469	18.0	596	..	12.3	2.5
Zurich	Kloten	Switzerland	150.4	3.7	150.5	37.8	7 676	2.7	7 320	3.6	6 978	3.5	139.1	0.0

*Data for two airports serving the city are combined

Sources: International Civil Aviation Organisation
British Airports Authority
Western European Airports Association

Table 4.5

Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States* 1968-1978

Year	Stage Distance km			AVERAGES PER AIRCRAFT						Weight Load Factor %		
	Speed km/hr			Payload Capacity tonnes								
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1968	663	1 360	527	550	638	514	13.0	15.2	11.9	48.6	51.0	47.0
1969	705	1 376	560	568	650	533	13.6	15.9	12.3	47.6	51.5	44.9
1970	737	1 406	581	583	649	545	14.4	17.2	12.7	47.5	51.0	44.9
1971	742	1 422	577	588	656	556	15.5	18.9	13.6	46.1	48.9	44.0
1972	751	1 478	583	591	665	555	16.3	20.4	14.0	48.7	51.0	46.8
1973	760	1 474	590	592	651	555	17.3	21.7	14.6	49.8	52.7	47.1
1974	769	1 474	595	590	651	559	18.1	23.1	15.0	51.3	53.1	49.5
1975	779	1 440	597	598	655	561	18.8	23.9	15.5	50.5	52.5	48.6
1976	789	1 498	607	603	662	570	19.3	25.2	15.6	51.8	53.5	50.1
1977	797	1 508	614	605	662	575	20.1	26.5	16.0	53.1	55.0	51.1
1978	818	1 539	629	608	667	576	20.5	27.4	16.1	56.3	57.6	54.8

*Excluding USSR, also China and other States that were not members of ICAO at 31 December 1974.

Source: International Civil Aviation Organisation.

Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1968-1979

Year	Stage Distance km			AVERAGES PER AIRCRAFT						Weight Load Factor %		
	Speed km/hr			Payload Capacity tonnes								
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1968	722	1 024	287	504	566	321	13.2	14.3	7.5	52.7	52.0	59.4
1969	753	1 112	259	529	595	320	13.9	14.9	7.5	54.0	53.4	62.1
1970	816	1 218	264	545	613	317	14.1	15.1	7.8	51.2	50.6	59.3
1971	841	1 239	273	550	615	327	15.0	16.1	7.8	49.4	48.8	57.2
1972	839	1 260	281	548	616	329	17.4	19.0	7.7	50.6	50.0	59.1
1973	858	1 310	284	548	617	330	17.7	19.4	7.8	53.9	53.6	58.8
1974	816	1 175	300	529	594	328	18.5	20.4	7.9	55.1	54.9	57.8
1975	816	1 183	296	535	606	321	20.9	23.2	8.0	55.4	55.3	57.8
1976	825	1 218	299	545	615	336	21.9	24.4	8.3	56.4	56.5	54.7
1977	827	1 215	287	547	613	335	22.8	25.3	7.5	57.5	57.4	58.3
1978	843	1 264	283	559	631	333	23.4	26.0	7.6	60.2	60.3	58.1
1979	846	1 311	279	554	632	324	23.7	26.5	7.5	62.8	62.9	59.7

Part 5

Miscellaneous UK Statistics

Table 5.1.1

Accidents to Aircraft on the British Register

Operating Statistics and Accident Data:
Public Transport Passenger Carrying Services
of UK Operators (Fixed and Rotary Wing Aircraft over 2300 kg)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

A. Scheduled Passenger Services 1970-1979

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Passenger km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1970	349.3	279.2	513.6	17 429	13 874	9	—	—	—
1971	352.7	290.6	531.0	18 661	14 462	5	1	55	8
1972	358.1	295.3	539.3	22 166	15 768	6	1	112	6
1973	378.1	319.8	583.5	26 187	17 364	8	—	—	—
1974	356.5	290.0	532.1	25 397	16 396	5	—	—	—
1975	332.1	268.5	507.2	27 544	16 322	8	—	—	—
1976	347.1	283.0	520.2	31 078	17 470	3	1	54	9
1977	333.0	273.6	498.2	31 642	16 727	1	—	—	—
1978	382.4	315.4	573.6	39 292	19 886	3	—	—	—
1979	402.6	341.1	612.5	45 406	21 235	2	—	—	—

B. Non-Scheduled Passenger Services 1970-1979

1970	97.8	111.7	203.7	11 430	6 625	2	1	105	7
1971	120.5	159.0	258.3	16 299	8 937	2	—	—	—
1972	131.7	177.6	289.8	19 117	10 074	3	—	—	—
1973	143.5	181.1	302.7	19 654	10 910	3	1	100	4
1974	157.5	155.0	294.9	15 245	8 584	7	—	—	—
1975	167.3	164.0	291.2	16 664	9 590	1	—	—	—
1976	181.7	168.2	314.7	17 429	9 745	7	1	1	—
1977	222.8	180.7	348.8	19 990	11 050	6	—	—	—
1978	265.9	185.8	374.6	19 465	11 835	4	—	—	—
1979	277.8	198.4	397.1	20 601	12 392	4	1	15	2

C. All Passenger Services 1970-1979 (This table is the total of Tables A and B)

1970	447.1	390.9	717.3	28 859	20 499	11	1	105	7
1971	473.2	449.6	789.3	34 960	23 399	7	1	55	8
1972	489.8	472.9	829.1	41 283	25 842	9	1	112	6
1973	521.6	500.9	886.2	45 841	28 274	11	1	100	4
1974	514.0	445.0	818.0	40 642	24 980	12	—	—	—
1975	499.4	432.5	798.4	44 208	25 912	9	—	—	—
1976	528.8	451.2	834.9	48 507	27 215	10	2	55	9
1977	555.8	454.3	847.0	51 632	27 777	7	—	—	—
1978	648.3	501.2	948.2	58 757	31 721	7	—	—	—
1979	680.4	539.5	1 009.7	66 007	33 627	6	1	15	2

Excludes accidents to and statistics of Air Taxi Operators

Accidents to Aircraft on the British Register

Table 5.1.2

Operating Statistics and Accident Data:
All Public Transport Services (Passenger and Freight)
of UK Operators 1969-78 (Fixed and Rotary Wing Aircraft over 2300 kg)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

A. Scheduled Services 1970-1979

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1970	359.4	293.0	538.2	9	—
1971	363.9	306.0	556.5	5	1
1972	369.3	309.9	565.8	6	1
1973	391.4	335.8	613.2	8	—
1974	380.2	310.3	586.1	5	—
1975	350.9	286.4	535.7	8	—
1976	364.8	301.0	552.2	3	1
1977	351.2	292.4	533.7	1	—
1978	397.9	332.7	602.1	5	—
1979	414.4	355.8	638.0	2	—

B. Non-Scheduled Services 1970-1979

1970	115.2	128.9	243.2	2	1
1971	140.9	181.0	308.5	2	—
1972	157.0	194.7	344.8	4	—
1973	169.3	210.9	365.9	4	1
1974	171.6	177.4	328.5	9	—
1975	185.8	195.4	360.1	1	—
1976	206.8	204.2	392.5	8	1
1977	239.1	217.7	413.1	9	2
1978	287.9	226.8	450.4	6	—
1979	301.7	236.9	465.9	5	1

C. All Services 1970-1979 (This table is the total of Tables A and B)

1970	474.6	421.9	781.4	11	1
1971	504.8	487.0	865.0	7	1
1972	526.3	504.6	910.6	10	1
1973	560.7	546.7	979.2	12	1
1974	551.8	487.7	914.6	14	—
1975	536.7	481.8	895.8	9	—
1976	571.6	505.2	944.7	11	2
1977	590.3	510.1	946.8	10	2
1978	685.8	559.5	1 052.5	11	—
1979	716.1	592.7	1 103.9	7	1

Excludes accidents to and statistics of Air Taxi Operators

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

Appendix C Definitions — UK Airline Financial Results

PROFIT AND LOSS ACCOUNT

- 1 *Scheduled passenger* (individually booked seats direct to passenger) Included under this heading are revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Excluded from this heading are fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 *Scheduled passenger* (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are shown under this heading.
- 3 *Scheduled excess baggage* includes revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 is also included.
- 4 *Scheduled cargo, and diplomatic bags* Cargo includes revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs.

Cargo revenue also includes revenue from the carriage of diplomatic bags.
- 5 *Scheduled mail* Mail includes: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears.
- 6 *Non-scheduled flights* Includes revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6(e) includes revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 *Incidental revenues* Includes *net* revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item also includes *gross* revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier and any other operating revenues not classifiable in headings 1 to 6.
- 8 *Total operating revenues* The sum of headings 1 to 7.

EXPENSES

- 9 *Flight crew salaries and expenses* Includes pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of pursers, cabin attendants and passenger service personnel is not to be charged under this account, but included under 'Passenger services' (item 23(a)). Training costs shall not be included in this item (see 14 and 20).

- 10 *Aircraft fuel and oil* Includes non-refundable duties and taxes.
- 11 *Flight equipment insurance* Includes: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.
- 12 *Uninsured losses* Includes the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 12 *Rental of flight equipment* Includes expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item also includes payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 14 *Flight crew training (when not amortised)* Includes the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 *Flight expenses other than items 9 to 14* Includes expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 *Maintenance and overhaul* Includes not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It also includes the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading is also charged, whether by direct allocation or by pro-rating or apportionment. This includes items such as: pay or supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, is also included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs are normally included under this account. When this is not possible, such costs are included in item 22 with a note to this effect.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it is included under item 16.

- 17 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.
- 18 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.

Note: Normal depreciation of an asset to be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset should never exceed the historical cost of that asset.

- 19 *Amortisation of development and pre-operating costs* This item includes charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 *Flight crew training (when amortised)* Includes charges for the training of flight crew, when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) *Landing and departure fees* Includes, exclusively, fees levied against the airline for landings and departures of its aircraft.
 (b) *Aerodrome en route and other navigation service charges.*
- 22 *Station and ground expenses other than heading 21* Includes such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeeper's pay, allowances and expenses, etc.

The cost of providing services to third parties is credited to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

- 23 *Passenger services* Includes:
 - (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
 - (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.
 - 24 *Ticketing, sales and promotion* Includes items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
 - 25 *General and administrative* Includes expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.
- Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 are included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Includes operating expenses which cannot be assigned to headings 9 to 25.
 - 27 *Total operating expenses* The sum of items 9 to 26.
 - 28 *Operating result* The difference between heading 8 and 27.
 - 29 *Profits/losses* On disposal of fixed assets.
 - 30 *Interest payable less receivable (net)* Includes such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.

- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Includes dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Includes any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.