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**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including July 1979)

# **CAA Monthly Statistics**

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# Foreword

## 1 CONTENT

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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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

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

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

The series comprise:

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

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

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# Civil Aviation Statistics—July 1979

## Activity at UK Airports

The number of air transport movements reported by UK airports reached a level of 90,000 during July 1979 (an increase of 8.4 per cent as compared with the same month in the previous year). The proportion of all-freight movements was 4.7 per cent of the total. London area airports accounted for 43,000 air transport movements (5.9 per cent increase). All freight movements formed 4.6 per cent of the total. Gatwick reported the largest increase in movements handled (1 259 additional movements; 11.4 per cent increase) followed by Heathrow with 828 additional movements (3.3 per cent increase), Luton with 339 additional movements (14.0 per cent increase) and Stansted with 128 additional movements (26.7 per cent increase). Only Southend reported a fall in movements handled (142 fewer movements; 9.0 per cent decline). Outside the London area, UK airports handled 46 000 air transport movements (10.9 per cent increase as compared with July 1978). The proportion of all-freight movements was 4.7 per cent of the total. Edinburgh reported the greatest increase in movements handled (619 additional movements; 29.8 per cent increase) followed by Liverpool and Glasgow (603 additional movements; 63.8 per cent increase and 522 additional movements; 11.8 per cent increase respectively). The heaviest fall in movements handled was reported by Lydd (99 fewer movements; 24.7 per cent decrease) followed by Tees-side with 94 fewer movements (7.0 per cent decline) and Hawarden who reported no air transport movements during July 1979 (Air Wales having withdrawn its service). The number of scheduled air transport movements handled by UK airports rose by 7.9 per cent and the number of charter air transport movements rose by 9.9 per cent. The UK operators' share of scheduled movements declined marginally to stand at 76.8 per cent of all scheduled movements whilst their share of charter movements rose by 1.1 percentage points to stand at 82.2 per cent of all charter movements.

During July 1979 6.4 million terminal passengers were reported by UK airports (an increase of 6.6 per cent as compared with July 1978). 4.4 million of these were handled at the London area airports (4.4 per cent growth). Heathrow reported the greatest increase in passengers handled (143 852 additional passengers; 5.0 per cent increase) followed by Gatwick with 35,309 additional passengers (3.5 per cent increase), Stansted with 7,489 additional passengers (18.0 per cent increase) and Luton with 5 420 additional passengers (1.9 per cent increase). Only Southend reported a decline in the number of passengers handled (7 780 fewer passengers; 25.5 per cent

decline). Outside the London area 2.0 million passengers used UK airports (11.8 per cent increase as compared with July 1978). Manchester reported the greatest increase in passengers handled (39 042 additional passengers; 9.7 per cent increase) followed by Belfast with 34 297 additional passengers (24.2 per cent increase) and Liverpool with 25 161 additional passengers (71.4 per cent increase). Teeside reported the greatest decrease in passengers handled (2 613 fewer passengers; 8.6 per cent decline) followed by Kirkwall with 991 fewer passengers (8.9 per cent decline) and Lydd with 804 fewer passengers (9.1 per cent decline). The number of scheduled passengers using UK airports rose by 7.5 per cent and the number of charter passengers rose by 4.1 per cent. The UK operators' share of scheduled passengers rose by 1.1 percentage points to stand at 63.3 per cent of the total and their share of charter passengers also rose by 1.1 percentage points to stand at 71.8 per cent of the total.

4.8 million passengers travelled on international services during July 1979 (4.7 per cent growth). The most heavily used scheduled services were those to the U.S.A. carrying 18.6 per cent of all international scheduled passengers, followed by those to France carrying 10.3 per cent and those to Germany with 7.3 per cent. The most heavily used charter services were those to Spain, carrying 34.0 per cent of all international charter passengers followed by those to Italy carrying 12.4 per cent and those to Greece carrying 10.4 per cent.

Of the passengers carried on the main domestic routes, the number travelling on Belfast services increased by 23.5 per cent, those on Glasgow services increased by 20.8 per cent, those on London services increased by 14.3 per cent and those on Edinburgh services increased by 7.6 per cent. Fewer passengers travelled on Channel Island services (27.3 per cent decline), Penzance services (4.9 per cent decline) and Isle of Man services (4.6 per cent decline).

UK airports handled 56 000 tonnes of cargo during July 1979 (4.5 per cent growth as compared with the same month in the previous year). 48.8 per cent of this travelled on all-freight flights. The London area airports handled 54 000 tonnes of cargo (4.1 per cent growth as compared with the same month in the previous year). 44.9 per cent of this was carried on all-freight flights. Heathrow reported the greatest increase in tonnage handled (3 053 additional tonnes; 7.8 per cent increase) followed by Gatwick with 1 021 additional tonnes (11.3 per cent increase). The other London area airports each reported falls in the amount



of tonnage handled. Stansted reported 1 724 fewer tonnes (70.9 per cent decline), Luton reported 150 fewer tonnes (20.5 per cent decline) and Southend reported 65 fewer tonnes (9.1 per cent decline). Outside the London area, UK airports handled 12 000 tonnes of cargo (6.4 per cent increase as compared with July 1978); of which 67.1 per cent was carried on all-freight flights. Liverpool reported the greatest increase in tonnage handled (1 368 additional tonnes; more than two fold growth) followed by Prestwick with 243 additional tonnes (18.4 per cent growth) and Bournemouth with 156 additional tonnes (18.3 per cent increase). Manchester reported the heaviest fall in tonnage handled (1 470 fewer tonnes; 52.4 per cent decline) followed by Lydd with 35 fewer tonnes (10.0 per cent decline) and Teesside with 21 fewer tonnes (58.3 per cent decline). The number of scheduled tonnes reported by UK airports rose by 8.0 per cent whilst the number of charter tonnes declined by 8.7 per cent. The UK operators' share of scheduled tonnage declined by 1.6 percentage points to stand at 43.3 per cent of the total whilst their share of charter tonnage rose marginally to stand at 90.9 per cent of the total.

### **Output of UK Airlines**

The output of UK airlines for all services in July 1979 was 1 255 million available tonne-kilometres, an increase of 7.5 per cent on July 1978.

The scheduled service output of 841 million available tonne-kilometres was 8.5 per cent higher than a year earlier. The overall load factor was 67.2 per cent compared with 65.5 the previous year. Seat kilometres used were 72.9 per cent of those available. Seat factors on domestic and international scheduled services were 68.1 and 73.3 per cent respectively compared with 67.6 and 72.3 per cent a year earlier.

The non-scheduled output of 415 million available tonne-kilometres was 5.6 per cent higher than in July 1978. Advance Booking Charters and Inclusive Tour charters accounted for 37.0 and 184.9 million available tonne-kilometres respectively compared with 58.5 and 142.0 million a year earlier.

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

# Size Structure of UK Airports and Airlines Year ended July 1979

**Table 1**

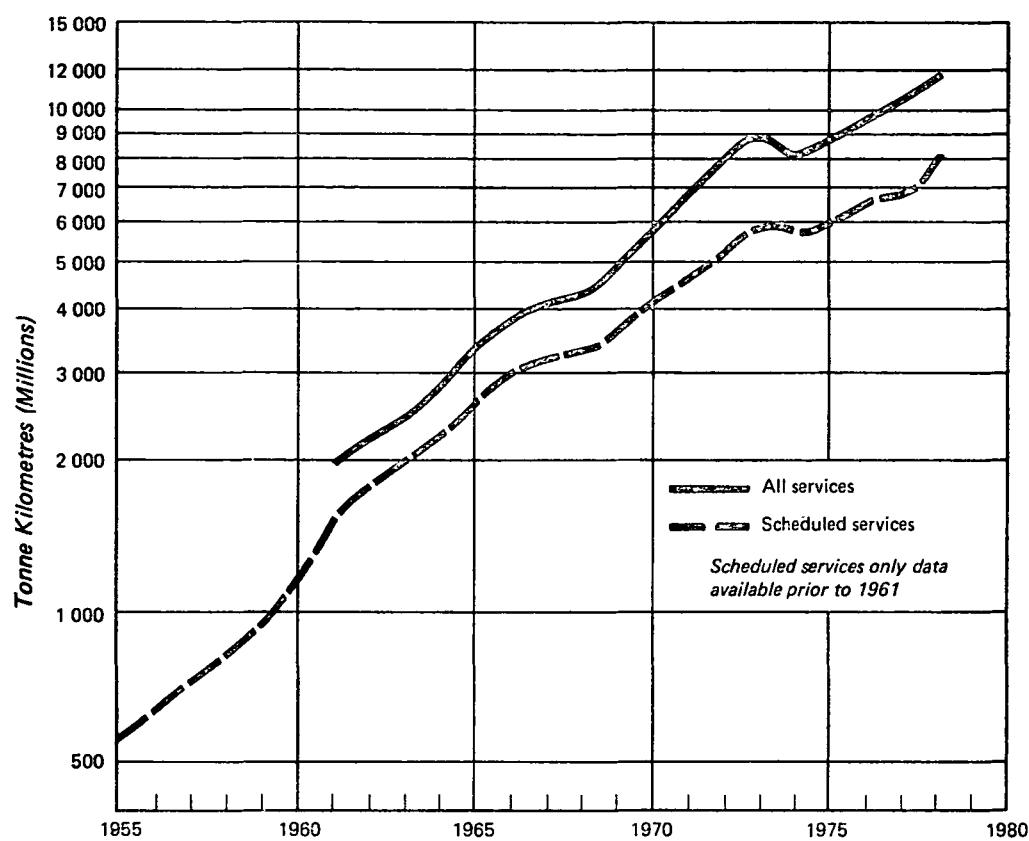
<b>Airports</b>	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	27 336	49.97	100	100.00
Gatwick	8 319	15.21	98	50.03
Manchester	3 558	6.50	95	34.83
Glasgow	2 310	4.22	93	28.33
Luton	2 179	3.98	90	24.10
Birmingham	1 413	2.58	88	20.12
Belfast	1 298	2.37	86	17.54
Aberdeen	1 245	2.28	83	15.17
Edinburgh	1 204	2.20	81	12.89
Newcastle	806	1.47	79	10.69
East Midlands	582	1.06	76	9.22
Liverpool	431	0.79	74	8.15
Prestwick	392	0.72	71	7.37
Isle of Man	364	0.67	69	6.65
Leeds/Bradford	353	0.64	67	5.99
Stansted	340	0.62	64	5.34
Southampton	313	0.57	62	4.72
Tees-side	289	0.53	60	4.15
Cardiff	251	0.46	57	3.62
Bristol	240	0.44	55	3.16
Southend	203	0.37	52	2.72
Other 21 Airports	1 286	2.35	50	2.35

NOTE: These figures do not include Sumburgh

<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t – km of UK airlines this size and smaller
British Airways	7 439	59.92	100	100.00
British Caledonian	971	7.82	97	40.08
Laker Airways	687	5.53	95	32.26
Dan Air Services	519	4.18	92	26.73
Britannia Airways	493	3.97	89	22.55
I.A.S. Cargo Airlines	481	3.87	87	18.57
British Midland Airways	324	2.61	84	14.70
Transmeridian Air Cargo	317	2.55	82	12.09
Tradewinds Airways	277	2.23	79	9.54
British Airtours	259	2.09	76	7.31
Monarch Airlines	219	1.76	74	5.22
Pelican Air Transport	128	1.03	71	3.46
Scimitar Airlines	65	0.52	68	2.42
British Island Airways	51	0.41	66	1.90
Air Anglia	43	0.35	63	1.49
Redcoat Air Cargo	26	0.21	61	1.14
Air Europe	22	0.18	58	0.93
Air Bridge Carriers	21	0.17	55	0.76
Invicta International	12	0.10	53	0.59
British Airways Helicopters	12	0.10	50	0.49
Bristow Helicopters	11	0.09	47	0.39
Others (17 airlines)	38	0.31	45	0.31

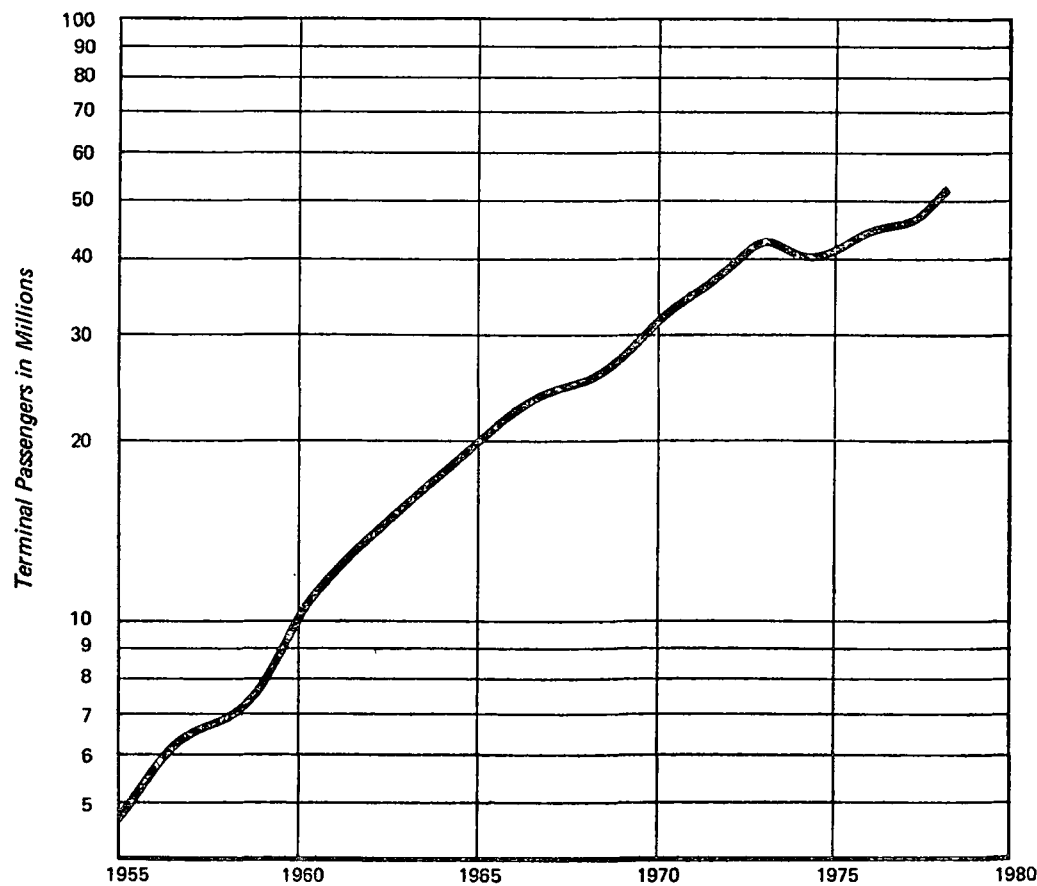
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1978

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 283	5 745	2 540
1975	1 911	701	41 846	8 927	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	1 981	827	52 160	11 970	8 095	3 875
<b>Year ended</b>						
July 1978	1 934	797	48 714	11 463	7 644	3 819
July 1979	2 067	866	54 710	12 436	8 474	3 962
<b>Latest year's growth (percentages)</b>						
	6.9	8.7	12.3	8.5	10.9	3.7
<b>Mean rates of growth (percentages) to 1978</b>						
20 years	6.3	3.9	9.6	..	10.8	..
10 years	3.7	3.4	5.9	8.8	7.9	11.3
5 years	1.4	3.9	6.4	9.4	8.5	11.3

NOTE: These figures do not include Sumburgh

# Use of UK Airports

**Table 3**

## Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	2 1172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	827.4	52 160.5	475.7	25 237.7	173.4	9 971.3	150.7	14 284.3	27.7	2 667.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	216.3	13 473.7	123.9	6 508.4	46.8	2 666.8	38.3	3 599.6	7.3	699.0
3rd quarter	244.2	17 409.2	137.4	7 789.7	52.6	3 654.1	43.1	4 707.6	11.2	1 257.9
4th quarter	197.1	11 759.3	114.8	5 969.9	40.1	2 016.3	36.5	3 329.2	5.6	443.8
1979 1st quarter	181.2	10 055.1	107.0	5 202.8	36.9	1 804.2	33.2	2 783.6	4.0	264.5
2nd quarter	236.3	1 5093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	57.9	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
March	65.8	3 782.2	36.8	1 931.4	15.9	733.2	11.4	984.1	1.8	133.4
April	64.5	3 878.9	37.8	1 982.0	13.5	692.2	11.5	1 072.0	1.7	132.7
May	73.6	4 478.3	42.2	2 174.3	15.9	892.1	13.1	1 188.1	2.4	223.9
June	78.2	5 116.5	43.9	2 352.1	17.5	1 082.5	13.6	1 339.5	3.2	342.5
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
1979 January	58.0	3 171.2	33.1	1 564.2	12.5	554.8	11.1	974.6	1.3	77.6
February	56.2	2 991.0	33.9	1 588.0	10.9	550.3	10.4	787.8	1.1	64.9
March	67.0	3 892.9	40.0	2 050.6	13.6	699.0	11.8	1 021.2	1.6	122.0
April	72.8	4 588.7	43.3	2 316.3	14.9	871.0	12.8	1 230.7	1.9	170.8
May	81.1	4 940.9	47.5	2 471.2	17.1	944.0	13.7	1 266.6	2.8	259.1
June	82.4	5 563.8	46.8	2 600.5	18.4	1 122.8	13.5	1 445.7	3.6	394.8
July	89.7	6 361.7	50.6	2 921.4	19.7	1 274.5	15.2	1 692.6	4.3	473.1

NOTE: with effect from April 1978 Sumburgh not included

# Movements at UK Airports by Purpose

**Table 4**

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	1 981.5	905.4	827.4	78.0	1 076.1	803.2	164.3	108.5
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	551.1	237.9	216.3	21.7	313.1	235.2	46.4	31.5
3rd quarter	583.9	266.7	244.2	22.4	317.3	245.6	46.2	25.5
4th quarter	444.2	214.5	197.1	17.5	229.6	172.5	33.0	24.0
1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.5	13.5	9.7
March	160.4	73.0	65.8	7.2	87.4	64.8	13.5	9.1
April	172.0	70.8	64.5	6.3	101.3	72.0	17.4	11.9
May	192.3	81.2	73.6	7.6	111.2	83.2	17.1	10.9
June	186.7	86.0	78.2	7.8	100.7	80.0	11.9	8.8
July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
1979 January	119.9	63.7	58.0	5.6	56.2	39.5	9.7	7.0
February	129.5	60.4	56.2	4.2	69.1	49.1	11.2	8.8
March	156.2	72.7	67.0	5.8	83.5	58.6	14.0	10.9
April	184.6	79.2	72.8	6.4	105.3	85.0	10.8	9.5
May	202.0	89.2	81.1	8.0	112.8	88.7	12.0	12.1
June	207.3	90.2	82.4	7.9	117.0	93.0	13.5	10.4
July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4

NOTE: With effect from April 1978 Sumburgh not included

# Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Banbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1978	410.5	16.3	24.3	46.7	131.9	32.1	95.9	8.5	27.9	33.3	95.9
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	8.2	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	8.3	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	8.0	23.1	2.0	5.6	7.5	19.9
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	7.8	20.8	2.0	4.6	6.9	15.2
2nd quarter	116.6	4.6	7.1	13.0	36.8	8.7	28.1	2.8	9.2	9.5	27.4
1978 January	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6
March	31.3	1.2	1.9	3.5	10.3	5.9	6.8	0.6	2.0	2.4	7.1
April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	2.8	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	2.8	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3
1979 January	29.5	0.9	1.7	3.2	9.9	2.5	6.2	0.7	1.3	2.1	4.5
February	28.1	0.9	1.5	2.9	9.5	2.4	6.8	0.6	1.3	2.2	4.5
March	33.3	1.2	1.9	3.6	11.0	2.9	7.8	0.7	2.0	2.5	6.2
April	37.1	1.4	2.1	3.9	11.2	2.8	7.8	0.8	2.9	2.8	8.6
May	39.6	1.6	2.5	4.5	12.9	2.9	9.9	1.0	3.2	3.1	9.6
June	39.9	1.6	2.6	4.5	12.7	2.9	10.4	1.0	3.1	3.6	9.2
July	43.7	1.8	2.6	4.9	14.1	2.9	11.1	1.1	3.4	4.1	10.5

NOTE: With effect from April 1978 Sumburgh not included

# Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton	Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6	
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2	
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9	
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6	
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1	
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5	
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8	
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1	
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4	
1978	36 869.6	358.1	736.7	1 431.7	4 853.6	372.8	5 117.0	235.5	663.2	1 522.1	1 990.8	
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	261.1	
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7	
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5	
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1	
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8	
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	91.0	1 361.1	58.0	196.0	374.2	563.6	
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	104.3	1 806.1	86.9	260.3	547.3	780.1	
4th quarter	8 332.0	81.3	171.0	307.1	1 135.6	95.7	1 145.5	48.8	122.5	319.7	389.3	
1979 1st quarter	7 181.7	55.8	128.1	255.2	998.3	81.5	933.4	52.4	79.2	289.5	226.4	
2nd quarter	10 495.6	115.6	229.3	436.3	1 406.8	106.1	1 549.4	66.7	218.8	468.9	629.7	
1978 January	2 253.5	13.9	31.0	79.0	287.2	67.9	243.5	12.8	20.0	92.2	65.9	
February	1 956.0	15.5	35.2	74.5	280.6	72.8	245.5	8.3	18.1	78.8	66.9	
March	2 670.7	27.1	51.3	103.0	346.4	91.5	315.3	20.6	46.4	109.9	125.0	
April	2 791.7	27.8	52.7	102.2	351.3	28.7	352.2	14.8	53.1	104.3	149.0	
May	3 129.2	32.0	69.6	133.5	416.6	29.5	458.7	19.9	69.9	119.3	207.1	
June	3 544.7	32.8	74.9	154.1	480.5	32.7	550.1	23.3	73.0	150.5	207.5	
July	4 194.0	41.1	87.0	160.5	544.0	35.5	602.6	27.7	82.3	193.7	255.8	
1979 January	2 334.3	13.5	35.0	77.4	298.0	24.3	262.4	19.0	21.2	85.9	56.7	
February	2 102.0	15.1	39.5	75.3	305.3	24.8	300.4	18.3	19.9	90.4	63.2	
March	2 745.3	27.1	53.6	102.5	395.0	32.4	370.6	15.1	38.0	113.2	106.5	
April	3 310.1	38.7	66.3	119.1	403.1	33.1	393.7	19.1	64.6	141.1	174.8	
May	3 388.0	37.6	76.1	149.8	476.0	34.8	536.0	21.3	74.8	146.6	218.0	
June	3 797.4	39.4	87.0	167.4	527.8	38.2	619.7	26.2	79.4	181.2	236.9	
July	4 377.7	43.9	92.0	181.0	598.4	39.4	686.8	29.1	83.0	230.4	269.7	

NOTE: With effect from April 1978 Sumburgh not included



# Cargo Taken Up and Set Down by Airports

**Table 7**

**Tonnes**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1978	611.7	6.8	7.7	2.0	43.2	1.8	46.0	0.2	10.6	16.2	18.7
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.4	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	0.5	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	0.4	12.4	0.1	2.6	4.1	4.2
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	0.4	13.3	0.1	2.7	4.2	3.9
2nd quarter	161.8	1.6	2.3	0.6	11.6	0.4	12.6	0.1	3.3	4.0	4.9
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3
March	53.9	0.6	0.5	0.1	3.6	0.3	3.8	—	1.2	1.6	2.0
April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.2	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.2	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
1979 January	53.4	0.5	1.7	1.5	4.3	0.1	4.8	—	0.9	1.5	1.0
February	53.1	0.4	0.7	0.3	3.7	0.1	4.1	—	0.7	1.3	1.2
March	59.7	0.6	0.6	0.2	4.1	0.2	4.4	—	1.1	1.4	1.6
April	53.4	0.5	0.8	0.2	3.5	0.1	3.5	—	1.2	1.1	1.8
May	55.8	0.5	0.9	0.2	4.1	0.1	4.4	—	1.1	1.4	1.6
June	52.6	0.5	0.6	0.2	4.0	0.1	4.7	—	0.9	1.5	1.5
July	54.0	0.5	0.7	0.1	3.7	0.1	4.1	—	1.2	1.3	1.8

NOTE: With effect from April 1978 these figures do not include Sumburgh

# Scheduled Services by UK Airlines

Table 8.1

## All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.6	63.0
1977 1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
1978 1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979 1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.3	64.8
1978 January	545.3	313.3	11.9	65.7	235.7	57.4	4 293.5	2 556.8	59.6
February	539.5	298.7	12.8	78.2	207.7	55.4	4 202.1	2 246.9	53.5
March	661.6	375.7	15.0	85.1	275.6	56.8	5 157.6	2 984.5	57.9
April	637.3	367.7	13.9	82.9	270.9	57.7	5 002.3	2 935.0	58.7
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
June	719.4	434.0	14.2	85.6	334.2	60.3	5 731.4	3 654.2	63.8
July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
1979 January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.4	60.2
June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.0	4 310.1	70.5
July	840.6	564.7	14.1	95.4	455.2	67.2	6 839.5	4 988.0	72.9

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969		292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1
1970		310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971		319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972		344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973		384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974		369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975		344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976		388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977		325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978		379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1977	1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
	2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
	3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
	4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978	1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
	2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
	3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
	4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979	1st quarter	83.6	46.2	0.9	2.7	42.7	55.3	867.7	505.3	58.2
	2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
1978	January	25.5	13.3	0.2	0.8	12.3	52.1	265.4	144.6	54.5
	February	24.6	12.9	0.2	0.8	11.8	52.3	255.4	140.3	55.0
	March	28.8	16.6	0.3	1.0	15.3	57.6	298.6	181.5	60.8
	April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	59.9
	May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
	June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
	July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
1979	January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
	February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
	March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
	April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
	May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
	June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
	July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1

# Scheduled Services by UK Airlines

Table 8.3

## International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969		3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978		7 714.8	4 651.2	170.2	977.1	3 503.8	60.3	60 234.8	37 997.0	63.1
1977	1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	60.1
	2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
	3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
	4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
	3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
	4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 922.9	8 328.1	59.8
	2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.1	62.1	17 248.4	11 190.9	64.9
1978	January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
	February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4
	March	632.8	359.1	14.7	84.1	260.3	56.7	4 859.0	2 803.1	57.7
	April	607.3	350.8	13.7	82.0	255.1	57.8	4 690.7	2 748.3	58.6
	May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
	June	682.1	412.4	13.9	84.5	314.0	60.5	5 352.4	3 414.4	63.8
	July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
1979	January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8
	February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
	March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.6	3 507.8	64.2
	May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
	June	716.1	478.6	14.8	91.9	371.9	66.8	5 711.1	4 042.6	70.8
	July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.2	4 688.1	73.3

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.5	16.9
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.8	29.6	244.1	9.3	51.2	2.0	482.6	18.3
2nd quarter	1 053.7	31.7	429.9	12.9	94.4	2.8	529.4	15.9
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	224.8	29.4	54.7	7.2	21.8	2.9	148.3	19.4
March	288.2	30.3	79.7	8.4	41.1	4.3	167.4	17.6
April	310.2	32.7	88.9	9.4	45.3	4.8	176.1	18.6
May	323.2	31.3	112.7	10.9	59.0	5.7	151.4	14.7
June	360.4	33.4	137.7	12.8	78.1	7.2	144.6	13.4
July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
April	311.7	30.2	114.7	11.1	28.7	2.8	168.3	16.3
May	376.1	32.1	150.3	12.8	33.3	2.8	192.5	16.4
June	365.9	32.7	164.9	14.7	32.4	2.9	168.6	15.1
July	414.5	33.0	184.9	14.7	57.0	4.5	172.7	13.8

# Non-scheduled Services by UK Airlines

**Table 9.2**

## Load Factors and Distances: Inclusive Tours

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969		6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978		14 229.3	12 571.3	88.3	7 673.3	68 608	107 816	1 571	1 638
1977	1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
	2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
	3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
	4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
	2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 586	36 267	1 606	1 674
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566
	March	916.9	812.3	88.6	526.7	4 826	7 098	1 471	1 542
	April	1 023.5	871.5	85.2	538.1	4 989	7 741	1 552	1 620
	May	1 295.5	1 071.1	82.7	658.9	6 136	9 659	1 574	1 626
	June	1 586.8	1 399.8	88.2	851.9	7 508	11 901	1 585	1 643
	July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
1979	January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707
	February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
	March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 567	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 881.5	1 551.3	82.5	928.0	8 600	13 801	1 605	1 672
	July	2 049.4	1 747.4	85.3	1 031.5	9 243	15 007	1 623	1 694

# Non-scheduled Services by UK Airlines

Table 9.3

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

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969		2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970		4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971		6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972		6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973		6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974		5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975		5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976		6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977		8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978		6 312.2	5 068.2	80.3	1 534.8	15 143	33 210	2 193	3 302
1977	1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 496
	2nd quarter	2 226.4	1 791.8	80.5	458.3	4 577	11 392	2 489	3 910
	3rd quarter	3 594.2	3 078.2	85.6	760.7	6 653	17 413	2 617	4 047
	4th quarter	1 496.4	1 201.9	80.3	307.4	2 892	7 548	2 610	3 910
1978	1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
	2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
	3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
	4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979	1st quarter	555.2	424.1	76.4	154.3	1 783	3 629	2 035	2 748
	2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 614
1978	January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
	February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
	March	423.3	355.3	83.9	105.3	1 066	2 318	2 174	3 374
	April	460.8	348.7	75.7	102.6	951	2 240	2 355	3 399
	May	607.9	444.9	73.2	137.4	1 536	3 183	2 072	3 238
	June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
	July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
1979	January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
	February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
	March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
	April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
	May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
	June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
	July	583.6	462.5	79.3	166.9	1 589	3 014	1 897	2 771

# UK Passenger Movement by Air<sup>(a)</sup> for July 1979

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1969		13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970		15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971		17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972		20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973		22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	234	6 974	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977		23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1978		25 948	874	621	3 026	2 882	1 162	2 279	1 876	1 994	509	564	474	418	5 553	524	1 372
1977 3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter		5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
1978 1st quarter		4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter		6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
3rd quarter		8 850	229	188	881	858	526	847	655	562	186	168	167	169	2 173	158	401
4th quarter		5 653	219	144	688	673	206	413	415	472	128	120	106	80	1 155	116	312
July		3 038	80	69	323	295	162	297	225	185	55	68	53	59	722	67	140
1979 1st quarter		4 752	187	119	636	624	110	475	337	391	119	106	81	73	806	87	311
2nd quarter		7 526	234	173	872	841	462	694	392	537	153	151	164	137	1 591	141	376
July		3 200	79	70	339	300	230	326	198	184	63	66	67	77	691	68	142

	Rest of World			Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
	Yugoslavia (000)	Others(e) (000)	Total (000)													
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1978	428	1 394	10 609	429	1 505	303	69	224	549	480	216	344	120	5 128	370	872
1977 3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
3rd quarter	188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232
4th quarter	77	329	2 426	123	234	86	16	55	151	138	64	90	30	1 112	78	249
July	65	173	1 280	37	243	29	7	24	55	44	16	36	12	666	40	71
1979 1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213
July	73	227	1 336	52	280	34	8	25	63	51	23	37	14	628	38	82

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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



# Aircraft Movements July 1979

Table 11

	Total	Commercial Movements				Non-Commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	14 644	12 292	2	650	3	99	29	—	1 525	1	43
+ Heathrow	28 117	26 257	—	3	—	36	394	—	1 364	13	50
+ Luton	6 588	2 768	63	535	76	359	70	1 158	1 530	—	29
+ Southend	8 911	1 438	—	—	—	548	—	3 926	2 978	21	—
+ Stansted	3 716	608	—	63	—	1 661	34	46	1 219	85	—
Total (London Area)	61 976	43 363	65	1 251	79	2 703	527	5 130	8 616	120	122
Westland Heliport (Battersea)	1 259	370	10	368	16	—	—	—	287	—	208
Other UK Airports											
+ Aberdeen	9 161	5 270	2	826	—	914	20	2 036	61	—	32
+ Belfast	7 830	2 711	86	85	78	86	3	1 909	404	—	2 468
+ Benbecula	333	202	—	2	6	—	30	—	9	—	84
+ Birmingham	7 353	3 273	—	71	30	112	55	2 412	1 378	—	22
+ Blackpool	11 693	785	624	127	18	734	2	7 843	1 502	2	56
+ Bournemouth	7 871	724	131	94	—	587	—	4 016	2 051	18	250
+ Bristol	4 346	783	—	58	—	14	82	2 430	950	—	29
+ Cambridge	6 131	135	—	32	12	1 486	1	2 970	604	—	891
+ Cardiff	5 742	829	—	30	—	261	—	4 275	313	28	6
+ Coventry	6 225	87	56	20	22	367	18	4 779	857	2	17
+ East Midlands	5 924	1 264	—	197	53	728	57	1 954	1 626	—	45
+ Edinburgh	9 962	2 694	—	45	—	193	131	2 381	727	16	3 775
+ Exeter	4 437	608	—	11	233	162	7	1 979	1 145	—	292
+ Glasgow	7 986	4 932	1	202	—	140	175	1 550	902	9	75
+ Gloucester/Cheltenham	5 102	133	2	—	260	1 080	—	2 620	925	—	82
+ Hawarden	1 585	—	—	—	—	58	—	1 330	187	—	10
+ Humberside	3 497	566	40	177	68	56	—	2 505	79	—	6
+ Inverness	2 189	584	—	19	282	347	—	863	92	—	2
+ Islay	227	172	—	3	9	—	—	—	39	—	4
+ Isle of Man	4 184	1 404	—	102	374	1 283	—	860	118	—	43
+ Isles of Scilly	756	630	—	—	8	—	—	—	110	—	8
+ Kirkwall	1 571	1 025	—	113	99	2	33	210	69	—	20
+ Leeds/Bradford	5 671	1 220	2	83	63	92	36	2 956	1 187	2	30
+ Liverpool	8 413	1 548	—	135	6	502	2	3 333	2 783	2	102
+ Lydd	9 332	301	416	58	332	48	—	6 227	1 899	—	51
+ Manchester	8 281	5 410	104	292	19	78	209	1 318	815	4	32
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	4 265	1 862	62	56	26	152	—	1 076	950	—	81
+ Norwich	3 186	1 235	4	53	161	872	66	—	785	—	10
+ Penzance Heliport	542	500	..	—	16	4	—	—	10	—	12
+ Prestwick	3 915	1 199	—	11	—	813	64	1 141	308	—	379
+ Southampton	5 715	1 453	—	51	47	362	45	2 633	1 094	—	30
+ Stornoway	666	427	—	34	4	—	6	8	23	—	164
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	1 954	231	2	20	19	—	—	1 156	514	—	12
+ Tees-side	5 311	1 257	—	146	26	264	15	2 757	751	1	94
+ Tiree	52	52	—	—	—	—	—	—	—	—	—
+ Wick	610	467	—	11	—	12	14	84	12	—	10
Total (Incl. London Area)	235 253	89 706	1 607	4 783	2 366	14 512	1 598	76 741	34 182	204	9 554
Channel Islands Airports											
+ Alderney	1 083	1 083	—	—	—	—	—	—	—	—	—
+ Guernsey	3 530	3 530	—	—	—	—	—	—	—	—	—
+ Jersey	7 594	5 891	—	—	—	—	—	—	1 667	—	36
Total (Channel Islands Airports)	12 207	10 504	—	—	—	—	—	—	1 667	—	36

xx Not supplied.

# Air Transport Movements by Type and Nationality of Operator for July 1979

Table 12

	Total	Scheduled Services			Chartered Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	12 292	513	4 553	679	864	4 167	1 516
+Heathrow	26 257	12 300	1 626	12 314	2	7	8
+Luton	2 768	—	61	3	—	2 354	350
+Southend	1 438	—	819	—	—	586	33
+Stansted	608	—	146	16	—	47	399
All London Area Airports	43 363	12 813	7 205	13 012	866	7 161	2 306
Westland Heliport	370	—	—	—	4	366	—
Other UK Airports							
Aberdeen	5 270	1 031	546	—	748	2 864	81
+Belfast	2 711	1 454	842	62	—	208	145
Benbecula	202	48	154	—	—	—	—
+Birmingham	3 273	1 173	1 039	252	26	563	220
+Blackpool	785	—	585	—	—	199	1
+Bournemouth	724	2	607	—	—	114	1
+Bristol	783	236	221	83	—	145	98
+Cambridge	135	—	74	—	—	36	25
+Cardiff	829	257	411	—	—	79	82
Gloucester/Cheltenham	133	—	102	—	—	31	—
+Coventry	87	—	12	—	—	69	6
+East Midlands	1 264	—	805	—	—	416	43
+Edinburgh	2 694	960	1 302	84	—	270	78
Exeter	608	—	597	—	—	3	8
+Glasgow	4 932	1 731	1 321	442	5	1 280	153
Hawarden	—	—	—	—	—	—	—
Humberside	566	—	430	—	—	130	6
Inverness	584	321	181	—	—	76	6
Islay	172	—	140	—	—	32	—
+Isle of Man	1 404	202	1 200	—	—	—	2
Isles of Scilly	630	500	130	—	—	—	—
+Kirkwall	1 025	222	596	—	25	178	4
+Leeds	1 220	456	559	—	—	201	4
+Liverpool	1 548	6	729	260	14	460	79
+Lydd	301	—	301	—	—	—	—
+Manchester	5 410	1 941	574	764	155	1 558	418
Manston	..	..	..	..	..	..	..
+Newcastle	1 862	368	924	—	—	414	156
Norwich	1 235	—	987	—	—	191	57
Penzance Heliport	500	500	—	—	—	—	—
+Prestwick	1 199	391	256	268	—	57	227
+Southampton	1 453	122	1 254	—	—	64	13
Stornoway	427	106	134	4	—	181	2
+Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	231	—	190	—	—	37	4
+Tees-side	1 257	—	883	—	—	332	42
Tiree	52	—	47	—	—	5	—
Wick	467	88	288	—	—	91	—
All Reporting Airports	89 706	24 928	25 626	15 231	1 843	17 811	4 267
Channel Islands Airports							
Alderney	1 083	—	1 048	—	—	35	—
Guernsey	3 530	302	2 919	211	—	92	6
Jersey	5 891	934	4 261	146	2	506	42
Channel Islands Airports	10 504	1 236	8 228	357	2	633	48
xx Not supplied							

# Air Transport Movements for July 1979

## Total Compared with One Year Earlier

Table 13

	International			Domestic			1979 Total		1978 Total		Percentage Change									
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	1979 Passenger	1979 Aircraft	Cargo	1978 Passenger	1978 Aircraft	Cargo	Passenger Aircraft	Cargo
London Area Airports																				
+ Gatwick	3 055		63	6 221		257	2 421		206	45	24	11 742		550	10 428		605	12.6		-9.1
+ Heathrow	19 091		1 155	6		10	5 941		53	1	—	25 039		1 218	24 158		1 271	3.6		-4.2
+ Luton	3		—	2 402		108	61		—	128	66	2 594		174	2 376		53	9.2		228.3
+ Southend	665		—	259		—	154		—	360	—	1 438		—	1 580		—	-9.0		—
+ Stansted	30		—	409		34	132		—	3	—	574		34	367		113	56.4		-69.9
TOTAL (London Area)	22 844		1 218	9 297		409	8 709		259	537	90	41 387		1 976	38 909		2 042	6.4		-3.2
Westland Heliport (Battersea)	—		—	—		—	—		—	370	—	370		—	418		—	-11.5		—
Other UK Airports																				
+ Aberdeen	273		—	2 017		53	1 302		2	1 583	40	5 175		95	4 923		60	5.1		58.3
+ Belfast	61		1	149		5	2 168		128	111	89	2 488		223	2 111		222	17.9		0.5
+ Benbecula	—		—	—		—	202		—	—	—	202		—	202		10	—		—
+ Birmingham	778		—	746		—	1 686		—	63	—	3 273		—	2 848		11	14.9		—
+ Blackpool	184		—	6		—	360		41	99	95	649		136	538		122	20.6		11.5
+ Bournemouth	4		—	24		—	380		225	57	34	465		259	455		197	2.2		31.5
+ Bristol	262		—	180		1	278		—	24	38	744		39	685		4	8.6		875.0
+ Cambridge	1		—	36		—	73		—	25	—	135		—	100		—	35.0		—
+ Cardiff	203		—	147		—	465		—	14	—	829		—	840		1	-1.3		—
+ Coventry	—		—	38		—	12		—	37	—	87		—	57		—	52.6		—
+ East Midlands	258		40	291		51	506		1	73	44	1 128		136	1 237		85	-8.8		60.0
+ Edinburgh	452		—	164		1	1 852		42	94	89	2 562		132	2 034		41	26.0		222.0
+ Exeter	88		—	8		3	509		—	—	—	605		3	612		—	-1.1		—
+ Glasgow	592		112	623		2	2 740		50	769	44	4 724		208	4 211		199	12.2		4.5
+ Gloucester/Cheltenham	—		—	—		—	102		—	31	—	133		—	164		—	-18.9		—
+ Hawarden	—		—	—		—	—		—	—	—	—		—	60		—	—		—
+ Humberside	44		—	37		2	386		—	96	1	563		3	507		—	11.0		—
+ Inverness	2		—	50		—	500		—	32	—	584		—	620		—	-5.8		—
+ Islay	—		—	—		—	140		—	32	—	172		—	137		1	25.5		—
+ Isle of Man	78		—	2		—	1 297		27	—	—	1 377		27	1 357		28	1.5		-3.6
+ Isle of Scilly	—		—	—		—	630		—	—	—	630		—	634		—	-0.6		—
+ Kirkwall	—		—	17		—	816		2	190	—	1 023		2	1 024		7	-0.1		-71.4
+ Leeds/Bradford	230		—	68		2	785		—	112	23	1 195		25	1 114		1	7.3		2400.0
+ Liverpool	179		194	259		2	621		1	87	205	1 146		402	856		89	33.9		351.7
+ Lydd	175		126	—		—	—		—	—	—	175		126	215		185	-18.6		-31.9
+ Manchester	1 509		129	2 054		6	1 640		1	71	—	5 274		136	4 797		306	9.9		-55.6
+ Manston	—		—	—		—	—		—	—	—	—		—	—		—	—		—
+ Newcastle	353		—	413		—	883		56	134	23	1 783		79	1 738		—	2.6		—
+ Norwich	262		—	118		2	725		—	117	11	1 222		13	937		3	30.4		333.3
+ Penzance Heliport	—		—	—		—	500		—	—	—	500		—	522		—	-4.2		—
+ Prestwick	351		84	198		8	431		49	77	1	1 057		142	725		131	45.8		8.4
+ Southampton	235		—	41		8	1 139		2	28	—	1 443		10	1 293		7	11.6		42.9
+ Stornoway	4		—	2		—	239		1	180	1	425		2	265		11	60.4		-81.8
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx	xx	xx		xx	xx		xx	—		—
+ Swansea	—		—	2		—	190		—	39	—	231		—	xx		xx	—		—
+ Tees-side	92		—	149		—	791		—	224	1	1 256		1	1 350		1	-7.0		—
+ Tiree	—		—	—		—	47		—	5	—	52		—	66		—	-21.2		—
+ Wick	—		—	—		—	376		—	90	1	466		1	424		7	9.9		-85.7
TOTAL (Incl. London Area)	29 514		1 904	17 135		555	33 480		887	5 401	830	85 530		4 176	78 985		3 771	8.3		10.7
Channel Islands Airports																				
Alderney	—		—	—		—	—		—	—	—	1 083		—	997		—	8.6		—
Guernsey	—		—	—		—	—		—	—	—	3 530		—	3 492		—	1.1		—
Jersey	—		—	—		—	—		—	—	—	5 891		—	5 775		—	2.0		—
TOTAL (Channel Island Airports)	—		—	—		—	—		—	—	—	10 504		—	10 264		—	2.3		—

xx Not supplied.

## July 1979

### Table 14

**Aerodrome of actual landing: letter code**

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

# 22 Air Passengers by Type and Nationality of Operator July 1979

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others				British Airways		Others			
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	1 054 943	1 038 947	15 996	31 735	—	224 085	537	59 110	—	133 864	—	398 244	3 317	191 909	12 142
+ Heathrow	3 040 648	2 996 433	44 215	1 428 211	71	48 115	—	1 519 948	43 810	157	—	2	—	—	334
+ Luton	269 621	269 492	129	—	—	3 681	26	—	—	—	—	231 207	18	34 604	85
+ Southend	22 671	22 671	—	—	—	22 203	—	—	—	—	—	433	—	35	—
+ Stansted	52 651	49 083	3 568	—	—	1 194	—	292	2 190	—	—	1 533	—	46 064	1 378
TOTAL (London Area)	4 440 534	4 376 626	63 908	1 459 946	71	299 278	563	1 579 350	46 000	134 021	—	631 419	3 335	272 612	13 939
Westland Heliport (Battersea)	1 037	1 037	—	—	—	—	—	—	—	4	—	1 033	—	—	—
Other UK Airports															
Aberdeen	125 623	124 742	881	52 682	267	18 737	219	—	—	8 121	—	42 612	219	2 590	176
+ Belfast	176 157	176 001	156	112 311	—	39 189	2	6 587	—	—	—	2 535	—	15 379	154
Benbecula	2 446	2 395	51	1 768	—	627	51	—	—	—	—	—	—	—	—
+ Birmingham	173 857	168 861	4 996	52 142	1 508	21 415	2 226	16 007	449	1 530	—	56 921	573	20 846	240
+ Blackpool	14 974	14 974	—	—	—	14 505	—	—	—	—	—	464	—	5	—
+ Bournemouth	13 291	12 813	478	—	97	11 030	171	—	—	—	—	1 780	210	3	—
+ Bristol	33 779	30 299	3 480	6 310	2 349	5 285	15	3 409	1 072	—	—	7 355	44	7 940	—
+ Cambridge	3 727	3 727	—	—	—	3 481	—	—	—	—	—	124	—	122	—
+ Cardiff	32 398	27 984	4 414	8 431	1 035	4 577	3 369	—	—	—	—	7 309	10	7 667	—
Gloucester/Cheltenham	2 738	2 738	—	—	—	2 618	—	—	—	—	—	120	—	—	—
+ Coventry	950	950	—	—	—	522	—	—	—	—	—	349	—	79	—
+ East Midlands	67 564	67 532	32	—	—	35 824	6	—	—	—	—	27 630	26	4 078	—
+ Edinburgh	138 846	135 677	3 169	78 050	88	32 165	2 716	5 404	—	—	—	12 807	172	7 251	193
Exeter	10 848	9 795	1 053	—	—	9 297	1 053	—	—	—	—	—	—	498	—
+ Glasgow	263 727	262 022	1 705	114 254	198	38 314	—	21 263	1 431	302	—	70 228	76	17 661	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	5 852	5 852	—	—	—	5 263	—	—	—	—	—	—	—	—	—
Inverness	15 384	14 286	1 098	12 200	1 086	1 040	12	—	—	—	—	555	—	34	—
Islay	1 359	1 359	—	—	—	1 309	—	—	—	—	—	410	—	636	—
+ Isle of Man	55 302	54 261	1 041	10 684	—	43 411	1 041	—	—	—	—	50	—	—	—
Isle of Scilly	14 444	14 444	—	12 945	—	14 99	—	—	—	—	—	—	—	166	—
+ Kirkwall	11 704	10 085	1 619	5 211	1 332	3 121	—	—	—	153	86	1 594	198	6	3
+ Leeds	46 188	43 483	2 705	23 465	—	12 111	2 691	—	—	—	—	7 699	14	208	—
+ Liverpool	61 309	60 376	933	509	—	30 034	127	3 347	110	1 649	—	21 345	584	3 492	112
+ Lydd	8 049	8 049	—	—	—	8 049	—	—	—	—	—	—	—	—	—
+ Manchester	449 124	441 631	7 493	139 068	938	13 886	2 405	39 086	1 250	19 935	—	167 992	1 473	61 664	1 427
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	109 768	103 902	5 866	28 798	—	25 409	5 858	—	—	—	—	30 914	8	18 781	—
Norwich	22 301	20 783	1 518	—	—	16 581	1 496	—	—	—	—	2 240	22	1 962	—
Penzance Heliport	12 945	12 945	—	12 945	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	111 219	75 950	35 269	22 262	12 083	2 053	13	16 775	11 257	—	—	8 118	1 725	26 742	10 191
+ Southampton	35 928	35 805	123	5 436	72	29 940	36	—	—	—	—	406	15	23	—
Stornoway	7 579	7 579	—	4 890	—	670	—	450	—	—	—	1 563	—	6	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	1 315	1 093	222	—	—	934	200	—	—	—	—	149	22	10	—
+ Tees-side	29 308	27 720	1 588	—	—	21 557	1 551	—	—	—	—	2 731	37	3 432	—
Tiree	491	482	9	—	—	469	6	—	—	—	—	13	3	—	—
Wick	4 171	3 247	924	1 319	882	1 595	—	—	—	—	—	333	42	—	—
TOTAL (Incl. London Area)	6 506 236	6 361 505	144 731	2 165 626	22 006	755 795	25 827	1 691 678	61 569	165 715	86	1 108 798	8 808	473 893	26 435
Channel Islands Airports															
Alderney	10 097	10 080	17	—	—	10 011	17	—	—	—	—	69	—	—	—
Guernsey	72 901	71 396	1 505	18 297	42	49 522	1 387	3 007	60	—	—	438	1	132	15
Jersey	189 412	188 226	1 186	590 60	—	117 062	1 186	7 967	—	143	—	3 128	—	866	—
TOTAL Channel Islands Airports	272 410	269 702	2 708	77 357	42	176 595	2 590	10 974	60	143	—	3 635	1	998	15

xx Not supplied.

# Terminal Air Passengers for July 1979

Table 16

## Comparison with a Year Earlier

	1979	1978	Percentage change
<b>London Area Airports</b>			
+Gatwick	1 038 947	1 003 638	3.5
+Heathrow	2 996 433	2 852 581	5.0
+Luton	269 492	264 372	1.9
+Southend	22 671	30 451	-25.5
+Stansted	49 083	41 594	18.0
TOTAL (London Area)	4 376 626	4 192 636	4.4
Westland Heliport (Battersea)	1 037	1 359	-23.7
<b>Other UK Airports</b>			
+Aberdeen	124 742	112 412	11.0
+Belfast	176 001	141 704	24.3
Benbecula	2 395	2 023	18.4
+Birmingham	168 861	149 303	13.1
+Blackpool	14 974	14 744	1.6
+Bournemouth	12 813	12 586	1.8
+Bristol	30 299	27 913	8.5
+Cambridge	3 727	2 826	31.9
+Cardiff	27 984	27 732	0.9
+Coventry	950	537	76.9
+East Midlands	67 532	67 823	-0.4
+Edinburgh	135 677	123 405	9.9
+Exeter	9 795	10 424	-6.0
+Glasgow	262 022	244 920	7.0
Gloucester/Cheltenham	2 738	2 991	-8.5
Hawarden	—	257	—
Humberside	5 852	4 502	30.0
Inverness	14 286	13 177	8.4
Islay	1 359	1 144	18.8
+Isle of Man	54 261	52 036	4.3
Isles of Scilly	14 444	14 732	-2.0
+Kirkwall	10 085	11 076	-8.9
+Leeds/Bradford	43 483	36 598	18.8
+Liverpool	60 376	35 215	71.4
+Lydd	8 049	8 853	-9.1
+Manchester	441 631	402 589	9.7
+Manston	—	—	—
+Newcastle	103 902	89 085	16.6
+Norwich	20 783	16 375	26.9
Penzance Heliport	12 945	13 606	-4.9
+Prestwick	75 950	63 231	20.1
+Southampton	35 805	32 288	10.9
Stornoway	7 579	4 570	65.8
+Sumburgh	xx	xx	—
Swansea	1 093	xx	—
+Tees-side	27 720	30 333	-8.6
Tiree	482	472	2.1
Wick	3 247	3 074	5.6
TOTAL (Incl. London Area)	6 361 505	5 968 551	6.6
<b>Channel Islands Airports</b>			
Alderney	10 080	8 909	13.1
Guernsey	71 396	64 261	11.1
Jersey	188 226	182 582	3.1
TOTAL (Channel Islands Airports)	269 702	255 752	5.5

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

xx Not supplied.

# International and Domestic Passenger Traffic

## July 1979

Table 17

### Terminal Passengers Comparison with a Year Earlier

	Total	International			Domestic		
	1979	1979	1978	Per-centage change	1979	1978	Per-centage change
<b>London Area Airports</b>							
+Gatwick	1 038 947	943 554	919 503	3	95 393	84 135	13
+Heathrow	2 996 433	2 575 590	2 484 494	4	420 843	368 087	14
+Luton	269 492	264 646	259 443	2	4 846	4 929	-2
+Southend	22 671	14 756	21 742	-32	7 915	8 709	-9
+Stansted	49 083	47 790	41 170	16	1 293	424	205
TOTAL (London Area)	4 376 626	3 846 336	3 726 352	3	530 290	466 284	14
Westland Heliport (Battersea)	1 037	—	2	—	1 037	1 357	-24
<b>Other UK Airports</b>							
+Aberdeen	124 742	33 861	29 611	14	90 881	82 801	10
+Belfast	176 001	22 598	19 089	19	153 403	122 615	25
Benbecula	2 395	—	—	—	2 395	2 023	18
+Birmingham	168 861	117 681	105 025	12	51 180	44 278	16
+Blackpool	14 974	1 815	1 529	19	13 159	13 215	—
+Bournemouth	12 813	2 079	1 851	12	10 734	10 735	—
+Bristol	30 299	24 090	22 686	6	6 209	5 227	19
+Cambridge	3 727	240	439	-45	3 487	2 387	46
+Cardiff	27 984	19 601	19 544	—	8 383	8 188	2
+Coventry	950	263	138	91	687	399	72
+East Midlands	67 532	40 726	43 482	-6	26 806	24 341	10
+Edinburgh	135 677	33 155	27 932	19	102 522	95 473	7
+Exeter	9 795	2 443	3 277	-25	7 352	7 147	3
+Glasgow	262 022	99 716	99 738	—	162 306	145 182	12
Gloucester/Cheltenham	2 738	—	—	—	2 738	2 991	-8
Hawarden	—	—	—	—	—	257	—
Humberside	5 852	820	1 307	-37	5 032	3 195	57
Inverness	14 286	1 086	1 876	-42	13 200	11 301	17
Islay	1 359	—	—	—	1 359	1 144	19
+Isle of Man	54 261	3 033	3 751	-19	51 228	48 285	6
Isles of Scilly	14 444	—	—	—	14 444	14 732	-2
+Kirkwall	10 085	172	475	-64	9 913	10 601	-6
+Leeds/Bradford	43 483	15 112	12 849	18	28 371	23 749	19
+Liverpool	60 376	32 159	13 938	131	28 217	21 277	33
+Lydd	8 049	8 049	8 853	-9	—	—	—
+Manchester	441 631	340 691	312 635	9	100 940	89 954	12
+Manston	..	..	..	—	..	..	—
+Newcastle	103 902	60 910	50 989	19	42 992	38 096	13
+Norwich	20 783	10 391	7 903	31	10 392	8 472	23
Penzance	12 945	—	—	—	12 945	13 606	-5
+Prestwick	75 950	73 543	58 791	25	2 407	4 440	-46
+Southampton	35 805	5 299	3 626	46	30 506	28 662	6
Stornoway	7 579	456	—	—	7 123	4 570	56
+Sumburgh	xx	xx	xx	—	xx	xx	—
Swansea	1 093	6	xx	—	1 087	xx	—
+Tees-side	27 720	7 304	7 669	-5	20 416	22 664	-10
Tiree	482	—	—	—	482	472	2
Wick	3 247	—	2	—	3 247	3 072	6
TOTAL (Incl. London Area)	6 361 505	4 803 635	4 585 359	5	1 557 870	1 383 192	13

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government Departments.  
xx Not supplied.

# International Air Passenger Traffic to and from Airports for July 1979

Table 18

## Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>EUROPE</b>							
<b>Austria</b>	31 001	17 668	13 333	31 576	17 115	14 461	-2
London – Vienna	25 346	14 806	10 540	25 476	14 297	11 179	-1
Other Routes	5 655	2 862	2 793	6 100	2 818	3 282	-7
<b>Belgium</b>	79 437	77 958	1 479	79 808	78 851	957	—
London – Brussels	57 111	57 111	—	55 868	55 830	38	2
Other S.E. England – Belgium	13 275	13 038	237	16 595	16 468	127	-20
Other Routes	9 051	7 809	1 242	7 345	6 553	792	23
<b>Denmark</b>	69 666	49 670	19 996	68 960	45 576	23 384	1
London – Copenhagen	43 978	34 137	9 841	40 802	34 488	6 314	8
Other Routes	25 688	15 533	10 155	28 158	11 088	17 070	-9
<b>Finland</b>	19 750	12 792	6 958	16 995	11 622	5 373	16
<b>France</b>	339 101	320 156	18 945	323 453	302 623	20 830	5
London – Nice	27 536	26 988	548	25 156	24 637	519	9
– Paris	201 861	199 391	2 470	194 713	192 084	2 629	4
– N. France (a)	9 076	8 940	136	13 692	12 862	830	-34
– Other France	46 359	41 106	5 253	39 452	33 549	5 903	18
Manchester – Paris	10 069	10 061	8	10 110	10 110	—	—
Other UK – Paris	20 337	18 950	1 387	15 141	14 273	868	34
Luton – Other France	2 477	—	2 477	1 503	—	1 503	65
Other S.E. England – France	10 300	10 177	123	11 862	11 862	—	-13
Other Routes	11 086	4 543	6 543	11 824	3 246	8 578	-6
<b>Germany Fed. Republic</b>	283 291	228 217	55 074	275 911	213 345	62 566	3
London – Dusseldorf	39 423	35 710	3 713	39 917	33 772	6 145	-1
– Frankfurt	76 941	68 583	8 358	74 906	67 900	7 006	3
– Hamburg	35 360	31 066	4 294	32 053	28 825	3 228	10
– Munich	38 276	23 632	14 644	35 613	22 332	13 281	7
– Other Germany	65 007	53 095	11 912	57 798	47 721	10 077	12
Luton – Germany	4 749	—	4 749	15 427	—	15 427	-69
Manchester – Germany	13 358	10 173	3 185	11 875	8 853	3 022	12
Other Routes	10 177	5 958	4 219	8 322	3 942	4 380	22
<b>Gibraltar</b>	13 231	5 662	7 569	9 236	5 715	3 521	43
<b>Greece</b>	230 211	56 741	173 470	161 869	51 178	110 691	42
<b>Iceland</b>	7 003	6 855	148	6 930	6 930	—	1
London – Reykjavik	4 542	4 542	—	4 532	4 532	—	—
Glasgow – Reykjavik	2 412	2 313	99	2 398	2 398	—	1
Other Routes	49	—	49	—	—	—	—

These figures exclude Sumburgh.



Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	226 127	223 151	2 976	232 558	229 940	2 618	-3
London – Cork	19 361	19 361	—	20 427	20 427	—	-5
– Dublin	99 597	99 138	459	105 313	104 225	1 088	-5
– Shannon	16 730	16 730	—	17 901	17 901	—	-7
Manchester – Dublin	16 484	16 483	1	15 597	15 589	8	6
Birmingham – Dublin	15 689	15 689	—	14 888	14 876	12	5
Glasgow – Dublin	12 693	12 693	—	13 985	13 985	—	-9
Liverpool – Dublin	5 604	5 455	149	6 420	6 387	33	-13
Leeds/Bradford – Dublin	3 336	3 328	8	4 548	4 528	20	-27
Edinburgh – Dublin	5 404	5 404	—	5 991	5 991	—	-10
Bristol – Dublin	3 335	3 335	—	3 308	3 300	8	1
Other Routes	27 894	25 535	2 359	24 180	22 731	1 449	15
<b>Italy</b>	326 160	120 241	205 919	297 206	115 929	181 277	10
London – Genoa(g)	5 045	—	5 045	2 424	—	2 424	108
– Milan	66 982	39 753	27 229	60 468	35 603	24 865	11
– Rimini (g)	12 903	—	12 903	10 480	—	10 480	23
– Rome	53 959	42 400	11 559	56 894	46 437	10 457	-5
– Venice	17 595	6 642	10 953	16 052	5 800	10 252	10
– Other Italy	56 759	25 094	31 665	45 028	22 568	22 460	26
Luton – Rimini	5 978	—	5 978	5 427	—	5 427	10
– Other Italy	55 487	—	55 487	59 995	—	59 995	-8
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	25 080	—	25 080	17 409	—	17 409	44
Other Routes	26 372	6 352	20 020	23 029	5 521	17 508	15
<b>Luxembourg</b>	6 497	6 422	75	6 568	6 536	32	-1
London – Luxembourg	6 483	6 422	61	6 406	6 406	—	1
Other Routes	14	—	14	162	130	32	-91
<b>Netherlands</b>	184 109	183 117	992	184 996	182 297	2 699	—
London – Amsterdam	104 939	104 939	—	113 424	112 362	1 062	-7
– Rotterdam	17 687	17 687	—	15 906	15 735	171	11
Other S.E. England – Netherlands	7 190	6 924	266	9 069	8 676	393	-21
Manchester – Amsterdam	10 887	10 887	—	9 456	9 428	28	15
Other Routes	43 406	42 680	726	37 141	36 096	1 045	17
<b>Norway</b>	65 520	48 465	17 055	67 666	42 637	25 029	-3
London – Oslo	32 144	21 660	10 484	33 225	19 108	14 117	-3
Other Routes	33 376	26 805	6 571	34 441	23 529	10 912	-3
<b>Portugal</b>	66 661	28 481	38 180	53 113	25 936	27 177	26
London – Lisbon	24 107	18 921	5 186	20 297	15 805	4 492	19
Other Routes	42 554	9 560	32 994	32 816	10 131	22 685	30
<b>Soviet Union and Eastern Europe (b)</b>	77 242	35 547	41 695	58 194	32 958	25 236	33
London – Moscow	11 113	9 354	1 759	10 889	9 316	1 573	2
– Prague	3 797	3 797	—	3 313	3 313	—	15
Other Routes	62 332	22 396	39 936	43 992	20 329	23 663	24

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	690 604	124 594	566 010	722 460	128 380	594 080	-4
London – Barcelona	27 619	19 850	7 769	28 793	21 319	7 474	-4
– Ibiza	20 963	2 597	18 366	19 895	3 497	16 398	5
– Madrid	50 412	42 982	7 430	50 298	43 835	6 463	—
– Malaga	32 800	15 003	17 797	35 007	13 603	21 404	-6
– Palma	70 836	11 705	59 131	74 787	12 460	62 327	-5
– Other Spain	92 502	31 775	60 727	104 303	32 321	71 982	-11
Luton – Alicante	11 266	—	11 266	13 497	—	13 497	-17
– Barcelona	6 117	—	6 117	4 202	—	4 202	46
– Gerona	8 219	—	8 219	8 690	—	8 690	-5
– Ibiza	10 443	—	10 443	8 795	—	8 795	19
– Palma	23 309	—	23 309	23 534	—	23 534	-1
– Other Spain	27 068	—	27 068	26 440	—	26 440	2
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	6 995	—	6 995	6 592	—	6 592	6
– Palma	32 860	—	32 860	35 853	—	35 853	-8
Other N. England – Spain	118 922	181	118 741	113 931	779	113 152	4
Scotland – Spain	51 502	99	51 403	54 518	360	54 158	-6
Other Routes	98 771	402	98 369	113 325	206	113 119	-13
 <b>Sweden</b>	 67 674	 28 429	 39 245	 66 803	 23 775	 43 028	 1
London – Stockholm	33 439	19 480	13 959	28 347	16 260	12 087	18
Other Routes	34 235	8 949	25 286	38 456	7 515	30 941	-11
 <b>Switzerland</b>	 141 690	 107 112	 34 578	 140 402	 107 194	 33 208	 1
London – Basle	11 357	8 541	2 816	11 032	9 165	1 867	3
– Geneva	52 972	40 437	12 535	49 136	39 064	10 072	8
– Zurich	62 978	47 130	15 848	65 472	48 791	16 681	-4
Luton – Switzerland	2 896	—	2 896	4 022	—	4 022	-28
Other Routes	11 487	11 004	483	10 740	10 174	566	7
 <b>Yugoslavia</b>	 72 722	 26 863	 45 859	 64 631	 24 623	 40 008	 13
London – Dubrovnic	8 363	1 988	6 375	8 651	1 648	7 003	-3
– Ljubljana	4 637	3 776	861	503	423	80	822
Luton – Yugoslavia	5 777	—	5 777	3 310	—	3 310	75
Other Routes	53 945	21 099	32 846	52 167	22 552	29 615	3
 <b>Other Europe</b>	 180 432	 94 936	 85 496	 133 225	 85 700	 47 525	 35
 <b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	280 300	149 143	131 157	242 775	138 295	104 480	15
London – Montreal	19 722	19 722	—	23 696	21 327	2 369	-17
– Toronto	93 302	54 531	38 771	74 929	45 322	29 607	25
– Other Canada	72 522	44 319	28 203	71 034	40 307	30 727	2
Other UK – Montreal	5 283	4 140	1 143	5 558	4 937	621	-5
– Toronto	62 204	19 638	42 566	53 422	19 952	33 470	16
Other Routes	27 267	6 793	20 474	14 136	6 450	7 686	93

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	628 484	579 728	48 756	667 288	536 257	131 031	-6
London – New York	216 392	203 364	13 028	257 408	213 883	43 525	-16
– Other East Coast USA	122 818	117 323	5 495	124 326	116 816	7 510	-1
– Chicago and Detroit	60 964	56 093	4 871	76 173	50 396	25 777	-20
– West Coast USA	138 337	128 254	10 083	130 636	101 463	29 173	6
– Other USA	57 725	53 322	4 403	51 661	30 881	10 780	12
Other UK – New York	17 484	11 426	6 058	22 800	12 818	9 982	-23
Other Routes	14 764	9 946	4 818	4 284	—	4 284	245
<b>West Atlantic and Caribbean Islands</b>	33 915	33 697	218	28 509	27 956	553	19
<b>Central and South America</b>	17 871	16 843	1 028	14 014	13 628	386	28
REST OF THE WORLD							
<b>Canary Islands</b>	65 420	4 131	61 289	53 205	4 798	48 407	23
<b>North Africa (c)</b>	45 259	28 172	17 087	39 951	24 741	15 210	13
<b>East Africa (d)</b>	15 856	15 814	42	18 068	16 150	1 918	-12
<b>Central Africa (e)</b>	7 534	7 534	—	8 333	8 257	76	-10
<b>West Africa (d)</b>	35 178	33 903	1 275	37 136	35 010	2 126	-5
<b>South Africa</b>	37 225	36 115	1 110	34 918	34 918	—	7
<b>Middle East (f)</b>	210 228	207 695	2 533	232 823	230 556	2 267	-10
<b>India</b>	28 715	28 715	—	26 855	26 855	—	7
<b>Pakistan</b>	15 658	15 658	—	12 685	12 685	—	23
<b>Far East</b>	93 286	93 231	55	76 488	72 651	3 837	22
<b>Australia and New Zealand</b>	51 983	51 983	—	36 744	36 744	—	41
<b>Other Routes n.e.i.</b>	37 868	12 289	25 579	37 203	11 606	25 597	2
<b>ALL ROUTES</b>	<b>4 782 909</b>	<b>3 117 728</b>	<b>1 665 181</b>	<b>4 569 555</b>	<b>2 969 967</b>	<b>1 599 588</b>	<b>5</b>

**London** includes Heathrow, Gatwick and Stansted.

**S.E. England** includes London, Luton, Lydd and Southend.

**N. England** comprises the airports in England north of a line from the Mersey to the Humber (Manchester, Liverpool, Blackpool, Newcastle, Leeds/Bradford and Tees-side).

**Glasgow** includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of the line of 49° latitude.

(b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey; the point at which a passenger disembarks from a particular service may not represent their ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e., the aircraft's ultimate origin or destination. This has been the practice since the 1 January 1976 — before this date missing information was replaced by estimates made by the authority. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by government departments.

These figures exclude Sumburgh.

# Domestic Passengers by Main Routes July 1979

**Table 19**

## Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	34 334	26 297	30.6
	Belfast	78 362	61 840	26.7
	Birmingham	12 470	10 584	17.8
	Channel Islands	63 575	58 054	9.5
	Edinburgh	82 662	77 434	6.8
	Glasgow	91 534	86 300	6.1
	Manchester	56 287	51 190	10.0
	Newcastle	28 029	25 917	8.1
	Tees-side	14 174	14 603	-2.9
	Other airports	56 102	40 427	38.8
Belfast	Birmingham	8 383	7 275	15.2
	East Midlands	5 812	4 717	23.2
	Edinburgh	2 212	1 638	35.0
	Glasgow	10 122	8 084	25.2
	Isle of Man	9 731	7 109	36.9
	Manchester	13 172	11 688	12.7
	Newcastle	2 447	1 872	30.7
	Other airports	23 162	18 392	25.9
Channel Islands	Bristol/Glamorgan	7 146	6 549	9.1
	Leeds/Bradford	3 318	3 492	-5.0
	Liverpool	3 544	1 306	171.4
	Manchester	11 382	9 580	18.8
	Other airports	47 483	79 934	-40.6
Edinburgh	Manchester	3 747	3 672	2.0
	Other airports	13 901	12 729	9.2
Glasgow	Birmingham	5 309	3 918	35.5
	East Midlands	3 476	3 207	8.4
	Isle of Man	3 825	3 640	5.1
	Manchester	5 487	4 842	13.3
	Other Scottish airports	21 571	27 810	-22.4
	Other airports	18 111	4 418	309.9
Isle of Man	Manchester	6 238	4 672	33.5
	Newcastle	1 347	1 408	-4.3
	Other airports	24 733	27 801	-11.0
Penzance	Isles of Scilly	12 945	13 606	-4.9
Other Routes		61 026	45 049	35.5
TOTAL		847 159	771 054	9.9

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction.

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

# Cargo by Type and Nationality of Operator July 1979

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	10 017.0	11.1	15.4	913.7	1 518.2	159.4	131.0	0.1	0.5	2 266.0	4 566.8	278.0	156.8
+ Heathrow	41 999.7	7 378.0	7 372.3	39.6	254.4	12 326.4	14 466.3	—	—	26.2	90.1	4.8	41.6
+ Luton	582.4	—	—	0.1	—	25.5	—	—	—	124.5	202.3	89.7	140.3
+ Southend	650.0	—	—	184.0	187.0	—	—	—	—	67.0	202.0	—	10.0
+ Stansted	710.5	—	—	0.5	0.1	—	—	—	—	370.4	291.4	0.9	47.2
All London Area Airports	53 959.6	7 389.1	7 387.7	1 137.9	1 959.7	12 511.3	14 597.3	0.1	0.5	2 854.1	5 352.6	373.4	395.9
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
Aberdeen	623.4	56.8	114.8	29.2	39.7	—	—	19.7	41.2	91.7	225.7	2.0	2.6
+ Belfast	1 121.7	71.5	130.8	272.0	16.2	4.8	3.3	—	—	425.8	184.4	2.4	10.5
Benbecula	11.8	10.1	0.8	0.7	0.2	—	—	—	—	—	—	—	—
+ Birmingham	285.4	131.7	71.6	21.0	0.8	34.6	25.5	—	—	—	—	—	0.2
+ Blackpool	430.3	—	—	5.0	44.4	—	—	—	—	—	380.9	—	—
+ Bournemouth	1 009.2	—	—	576.7	325.8	—	—	—	—	74.4	32.3	—	—
+ Bristol	79.9	1.9	2.0	7.8	3.9	20.4	22.9	—	—	10.9	9.3	0.4	0.4
+ Cambridge	40.3	—	—	—	—	—	—	—	—	4.4	5.6	10.6	19.7
+ Cardiff	18.0	3.0	5.3	7.5	2.2	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	609.2	—	—	87.6	82.1	—	—	—	—	106.9	289.0	19.2	24.4
+ Edinburgh	123.2	27.5	29.1	28.2	30.4	1.3	0.9	—	—	0.6	5.2	—	—
Exeter	62.3	—	—	5.6	12.4	—	—	—	—	—	44.3	—	—
+ Glasgow	1 362.0	496.9	218.8	51.6	27.6	235.1	290.7	0.2	0.2	18.8	19.0	3.1	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	6.1	—	—	4.1	1.6	—	—	—	—	—	0.4	—	—
Inverness	18.3	6.1	12.2	—	—	—	—	—	—	—	—	—	—
Islay	11.4	—	—	6.6	4.8	—	—	—	—	—	—	—	—
+ Isle of Man	207.1	8.5	6.4	168.5	23.7	—	—	—	—	—	—	—	—
Isles of Scilly	9.2	8.4	0.8	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	39.2	27.5	9.9	0.9	0.9	—	—	—	—	—	—	—	—
+ Leeds	32.9	6.0	9.4	10.4	5.2	—	—	—	—	—	1.9	—	—
+ Liverpool	2 038.2	0.6	—	36.6	43.2	499.6	941.0	—	—	179.7	324.6	—	13.0
+ Lydd	314.0	—	—	170.3	143.7	—	—	—	—	—	—	—	—
+ Manchester	1 336.3	331.5	244.9	38.7	15.1	300.3	313.3	0.1	0.7	8.1	45.5	0.1	38.0
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	89.3	17.3	14.9	26.0	27.3	—	—	—	—	1.8	1.7	—	0.3
Norwich	61.5	—	—	32.8	27.5	—	—	—	—	0.4	0.6	0.2	—
Penzance Heliport	9.2	0.8	8.4	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 563.9	452.6	219.2	36.1	7.4	606.7	102.4	—	—	44.4	—	64.5	30.6
+ Southampton	192.8	17.3	18.9	17.7	59.8	—	—	—	—	1.4	3.5	0.6	73.6
Stornoway	41.1	34.3	2.6	0.1	0.6	—	—	—	—	3.5	—	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	15.7	—	—	12.4	3.3	—	—	—	—	—	—	—	—
Tiree	1.2	—	—	1.1	0.1	—	—	—	—	—	—	—	—
Wick	5.7	2.3	1.0	0.8	0.6	—	—	—	—	—	1.0	—	—
All Reporting Airports	65 729.4	9 101.7	8 509.5	2 793.9	2 910.2	14 214.1	16 297.3	20.1	42.6	3 826.9	6 927.4	476.5	609.2
Channel Islands Airports													
Alderney	34.5	—	—	29.8	4.7	—	—	—	—	—	—	—	—
Guernsey	879.0	4.0	2.0	295.0	564.0	2.0	1.0	—	—	1.0	10.0	—	—
Jersey	916.9	61.8	34.8	459.3	311.1	0.6	0.1	—	—	28.2	20.9	0.1	—
TOTAL (Channel Islands Airports)	1 830.4	65.8	36.8	784.1	879.8	2.6	1.1	—	—	29.2	30.9	0.1	—

xx Not supplied

# Cargo July 1979

Table 21

## Total Compared with One Year Earlier

	International				Domestic				1979			1978			Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total			Total			Percentage change	
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo		Passenger	Cargo		Passenger	Cargo
London Area Airports																
+ Gatwick	1 860	283	70	7 075	221	384	5	119	2 156	7 861		1 287	7 709		67.5	2.0
+ Heathrow	26 325	14 659	—	163	371	482	—	—	26 696	15 304		23 688	15 259		12.7	0.3
+ Luton	26	—	203	318	—	—	1	34	230	352		140	592		64.3	-40.5
+ Southend	369	—	270	—	2	—	9	—	650	—		715	—		-9.1	—
+ Stansted	—	—	21	688	—	—	—	—	21	688		84	2 349		-75.0	-70.7
TOTAL (London Area)	28 580	14 942	564	8 244	594	866	15	153	29 753	24 205		25 914	25 909		14.8	-6.6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—		—	—		—	—
Other UK Airports																
+ Aberdeen	55	—	278	26	186	—	68	11	587	37		509	44		15.3	-15.9
+ Belfast	10	1	—	20	276	215	—	600	286	836		400	667		-28.5	25.3
+ Benbecula	—	—	—	—	12	—	—	—	12	—		16	—		-25.0	—
+ Birmingham	226	—	—	—	59	—	—	—	285	—		233	31		22.3	—
+ Blackpool	12	—	—	—	34	4	4	377	50	381		46	310		8.7	22.9
+ Bournemouth	—	—	—	—	51	852	—	106	51	958		2	851		2 450.0	12.6
+ Bristol	55	—	—	1	4	—	—	19	59	20		30	15		96.7	33.3
+ Cambridge	—	—	40	—	—	—	—	—	40	—		51	—		-21.6	—
+ Cardiff	13	—	—	—	4	—	—	—	17	—		19	—		-10.5	—
+ Coventry	—	—	—	—	—	—	—	—	—	—		—	—		—	—
+ East Midlands	41	91	2	409	36	2	—	27	79	529		83	461		-4.8	14.8
+ Edinburgh	21	—	—	4	97	—	—	2	118	6		102	—		15.7	—
+ Exeter	2	—	—	44	16	—	—	—	18	44		25	—		-28.0	—
+ Glasgow	160	424	1	3	263	473	10	26	434	926		421	900		3.1	2.9
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—		—	—		—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—		—	—		—	—
+ Humberside	4	—	—	—	2	—	—	—	6	—		—	—		—	—
+ Inverness	—	—	—	—	18	—	—	—	18	—		31	—		-41.9	—
+ Islay	—	—	—	—	12	—	—	—	12	—		10	—		20.0	—
+ Isle of Man	1	—	—	—	118	88	—	—	119	88		109	103		9.2	-14.6
+ Isles of Scilly	—	—	—	—	9	—	—	—	9	—		9	—		—	—
+ Kirkwall	—	—	—	—	39	—	—	—	39	—		45	—		-13.3	—
+ Leeds/Bradford	13	—	—	2	18	—	—	—	31	2		35	—		-11.4	—
+ Liverpool	10	1 431	—	14	75	5	1	502	86	1 952		74	596		16.2	227.5
+ Lydd	—	314	—	—	—	—	—	—	—	314		—	349		-10.0	—
+ Manchester	786	286	2	90	169	3	—	—	957	379		893	1 913		7.2	-80.2
+ Manston	—	—	—	—	—	—	—	—	—	—		—	—		—	—
+ Newcastle	41	—	—	—	42	3	—	4	83	7		76	—		9.2	—
+ Norwich	39	—	—	—	22	—	—	—	61	—		43	—		41.9	—
+ Penzance Heliport	—	—	—	—	9	—	—	—	9	—		9	—		—	—
+ Prestwick	207	1 056	—	139	20	142	—	1	227	1 338		210	1 112		8.1	20.3
+ Southampton	9	—	—	79	104	—	—	—	113	79		123	26		-8.1	203.8
+ Stornoway	—	—	—	—	37	—	—	—	40	—		31	—		29.0	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx		xx	xx		—	—
+ Swansea	—	—	—	—	—	—	—	—	—	—		xx	xx		—	—
+ Tees-side	5	—	—	—	10	—	—	—	15	—		36	—		-58.3	—
+ Tiree	—	—	—	—	1	—	—	—	1	—		1	—		—	—
+ Wick	—	—	—	—	5	—	—	1	5	1		4	1		25.0	—
TOTAL (Incl London Area)	30 290	18 545	887	9 075	2 342	2 653	101	1 829	33 620	32 102		29 590	33 288		13.6	-3.6
Channel Islands Airports																
+ Alderney	—	—	—	—	—	—	—	—	35	—		32	—		9.4	—
+ Guernsey	—	—	—	—	—	—	—	—	879	—		824	—		6.7	—
+ Jersey	—	—	—	—	—	—	—	—	917	—		888	—		3.3	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 831	—		1 744	—		5.0	—

xx Not supplied.

# All Scheduled Services July 1979

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
Passenger Services															
British Airways	26 152	20 650	40 453	1 786 133	5 947 085	4 425 621	74.4	15 109	704 474	484 709	13 181	65 036	406 492	68.8	
British Airways Helicopters	31	502	164	12 674	915	773	84.5	12	56	50	—	1	49	88.4	
British Caledonian Airways	3 213	3 529	5 457	158 842	486 757	303 499	62.4	2 134	60 695	35 903	577	7 898	27 428	59.2	
Air Anglia	903	2 800	2 486	47 824	46 389	22 652	48.8	160	4 501	2 348	—	83	2 265	52.2	
Air Ecosse (Charters)	2	11	6	33	28	5	18.1	—	2	—	—	—	—	19.3	
Aurigny Air Services	150	2 367	720	26 050	2 141	1 655	77.3	97	237	121	—	5	116	51.0	
British Island Airways	833	3 470	3 342	93 381	37 782	21 501	56.9	491	3 484	1 968	1	140	1 827	56.5	
British Midland Airways	798	2 536	2 646	112 665	59 642	37 800	63.4	215	5 098	3 015	3	64	2 948	59.1	
Brymon Airways	193	865	826	9 521	5 077	2 606	51.3	5	476	215	—	1	214	45.1	
Dan-Air Services	676	2 066	2 082	64 788	45 553	27 412	60.2	50	3 868	2 351	—	23	2 328	60.8	
Haywards Aviation	26	144	120	443	183	97	53.2	2	18	8	—	—	8	45.5	
Intra Airways	80	352	296	12 090	4 743	3 381	71.3	—	401	253	—	—	253	63.1	
Laker Airways	579	83	771	20 865	199 770	139 387	69.8	—	20 161	11 150	—	—	11 150	55.3	
Loganair	236	2 275	1 184	11 967	3 449	1 596	46.3	—	314	145	—	—	145	46.2	
TOTAL Passenger Services	33 869	41 650	60 552	2 357 276	6 839 513	4 987 987	72.9	18 275	803 784	542 235	13 762	73 250	455 223	67.5	
Cargo Services															
British Airways	1 278	784	1 915					4 704	29 832	18 584	176	18 405	—	62.3	
British Caledonian Airways	204	95	287					941	6 503	3 580	154	3 426	—	55.0	
Air Freight	31	135	112					625	147	146	—	146	—	99.0	
Air-Bridge Carriers	1	2	3					11	9	4	—	4	—	45.4	
British Island Airways	68	289	265					727	313	168	20	148	—	53.7	
TOTAL Cargo Services	1 582	1 305	2 581					7 008	36 805	22 482	350	22 129	—	61.1	
GRAND TOTAL	35 451	42 955	63 133	2 357 276	6 839 513	4 987 987	72.9	25 283	840 589	564 717	14 112	95 379	455 223	67.2	

# International Scheduled Services July 1979

Table 22.2

											Tonne-kilometres used				
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways	23 250	13 096	32 854	1 297 681	5 649 552	4 218 643	74.7	14 182	676 688	466 427	13 103	64 765	388 558	68.9	
British Caledonian Airways	2 754	1 839	4 171	98 058	450 677	278 462	61.8	1 663	57 172	33 688	556	7 825	25 308	58.9	
Air Anglia	521	1 038	1 204	28 716	33 254	16 068	48.3	126	3 353	1 676	—	69	1 607	50.0	
Aurigny Air Services	150	2 367	720	26 050	2 141	1 655	77.3	98	237	121	—	5	116	51.0	
British Island Airways	494	1 741	1 927	43 826	23 199	11 464	49.4	350	2 137	1 092	—	118	974	51.1	
British Midland Airways	137	362	454	11 051	10 032	4 376	43.6	43	777	359	—	18	341	46.2	
Brymon Airways	37	170	164	1 187	651	307	47.2	1	56	25	—	—	25	45.3	
Dan-Air Services	375	812	994	28 359	28 010	16 638	59.4	34	2 378	1 430	—	16	1 413	60.1	
Haywards Aviation	11	76	49	76	72	16	22.6	1	7	2	—	—	1	20.8	
Intra Airways	33	203	138	5 694	1 814	1 077	59.4	—	154	80	—	—	80	52.1	
Laker Airways	579	83	771	20 865	199 770	139 387	69.8	—	20 161	11 150	—	—	11 150	55.3	
TOTAL Passenger Services	28 339	21 787	43 445	1 561 563	6 399 173	4 688 095	73.3	16 497	763 119	516 050	13 659	72 817	429 573	67.6	
Cargo Services															
British Airways	1 239	698	1 823					4 166	29 252	18 302	175	18 124	—	62.6	
British Caledonian Airways	179	52	236					687	6 300	3 434	8	3 426	—	54.5	
Air Freight	31	135	112					625	147	146	—	146	—	99.0	
British Island Airways	2	4	6					12	9	6	—	6	—	66.3	
TOTAL Cargo Services	1 451	889	2 178					5 490	35 708	21 887	183	21 702	—	61.3	
GRAND TOTAL	29 790	22 676	45 623	1 561 563	6 399 173	4 688 095	73.3	21 987	798 827	537 937	13 842	94 518	429 573	67.3	



# Domestic Scheduled Services July 1979

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)		
Passenger Services															
British Airways	2 902	7 554	7 598	488 452	297 532	206 978	69.6	927	27 786	18 283	78	270	17 934	65.8	
British Airways Helicopters	31	502	164	12 674	915	773	84.5	12	56	50	—	1	49	88.4	
British Caledonian Airways	459	1 690	1 287	60 784	36 080	25 036	69.4	471	3 523	2 215	22	73	2 120	62.9	
Air Anglia	382	1 762	1 282	19 108	13 134	6 584	50.1	35	1 149	672	—	14	658	58.5	
Air Ecosse (Charters)	2	11	6	33	28	5	18.1	—	2	—	—	—	—	19.3	
British Island Airways	339	1 729	1 415	49 555	14 583	10 037	68.8	141	1 346	875	1	21	853	65.0	
British Midland Airways	661	2 174	2 192	101 614	49 609	33 424	67.4	172	4 321	2 656	3	46	2 607	61.5	
Brymon Airways	156	695	662	8 334	4 426	2 299	52.0	4	420	190	—	1	188	45.1	
Dan-Air Services	301	1 254	1 088	36 429	17 543	10 774	61.4	16	1 490	922	—	7	915	61.9	
Haywards Aviation	15	68	71	367	111	81	72.9	—	11	7	—	—	7	61.4	
Intra Airways	47	149	158	6 396	2 929	2 304	78.7	—	247	173	—	—	173	69.9	
Loganair	236	2 275	1 184	11 967	3 449	1 596	46.3	—	314	145	—	—	145	46.2	
TOTAL Passenger Services	5 530	19 863	17 106	795 713	440 340	299 892	68.1	1 778	40 665	26 186	103	433	25 650	64.4	
Cargo Services															
British Airways	39	86	92					538	580	282	1	281	—	48.6	
British Caledonian Airways	25	43	51					254	203	146	146	—	—	71.7	
Air-Bridge Carriers	1	2	3					11	9	4	—	4	—	45.4	
British Island Airways	66	285	258					714	305	162	20	143	—	53.3	
TOTAL Cargo Services	131	416	403					1 517	1 097	594	167	428	—	54.2	
GRAND TOTAL	5 661	20 279	17 509	795 713	440 340	299 892	68.1	3 295	41 762	26 780	270	860	25 650	64.1	

# All Non-scheduled Services July 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	313	178	1 305	16 856	46 649	37 881	81.2	798	7 246	4 498	—	1 075	3 423	62.1
British Airtours	1 910	998	2 843	154 155	361 076	292 708	81.1	—	32 939	24 900	—	—	24 900	75.6
British Airways Helicopters	484	3 524	2 507	33 852	10 845	5 230	48.2	189	1 061	448	—	30	418	42.2
British Caledonian Airways	1 397	925	2 293	77 859	149 776	114 886	76.7	877	21 595	15 138	—	5 144	9 994	70.1
Air Anglia	6	21	19	41	39	18	46.3	—	4	2	—	—	2	59.1
Air Europe	765	450	1 225	47 863	99 478	82 732	83.2	—	9 389	6 619	—	—	6 619	70.5
Air Freight	32	96	119	—	—	—	—	83	157	81	—	81	—	51.4
Air Transcontinental Airlines	108	34	136	2 959	16 375	9 678	59.1	—	2 727	932	—	161	771	34.2
Air-Bridge Carriers	268	526	642	11 333	12 176	5 168	42.4	849	2 611	1 118	—	705	413	42.8
Alidair	80	203	253	8 493	4 927	3 480	70.6	31	493	278	—	14	263	56.3
Bristow Helicopters	569	3 623	3 322	30 062	9 828	5 398	54.9	188	834	521	—	34	487	62.5
Britannia Airways	5 132	3 014	8 212	352 574	667 456	603 881	90.5	—	56 749	51 332	—	—	51 332	90.5
British Air Ferries	20	44	67	743	664	351	52.8	7	87	39	—	6	33	44.7
British Executive Air Services	119	4 800	791	25 237	1 309	626	47.8	41	119	58	—	1	57	48.7
British Island Airways	699	694	1 422	30 969	52 479	42 533	81.0	479	5 176	3 878	—	261	3 617	74.9
British Midland Airways	1 059	848	1 734	78 724	155 133	119 956	77.3	18	27 664	10 505	—	928	9 577	38.0
Dan-Air Services	4 696	3 840	8 515	303 328	541 530	442 513	81.7	113	47 697	35 491	10	28	35 453	74.4
Express Air Services C.I.	65	296	250	3 400	1 750	1 034	59.1	732	314	206	—	123	83	65.4
General Aviation Services	20	63	93	—	—	—	—	14	80	27	—	27	—	33.8
Gleneagle Helicopters	16	104	87	475	241	74	30.7	2	76	6	—	—	6	7.9
I.A.S. Cargo Airlines	923	303	1 267	—	—	—	—	3 369	36 483	24 565	—	24 565	—	67.3
Intra Airways	110	191	287	7 022	7 531	4 359	57.9	137	761	454	—	76	378	59.6
Invicta International Airlines	33	16	74	—	—	—	—	93	560	398	—	398	—	71.0
Laker Airways	2 855	1 136	4 060	148 509	652 421	510 025	78.2	—	65 057	40 534	—	—	40 534	62.3
Loganair	139	602	615	3 649	1 871	1 081	57.9	—	170	98	—	—	98	57.7
Management Aviation	77	1 345	381	4 482	448	280	62.5	22	37	22	—	1	21	59.5
Monarch Airlines	1 946	1 222	3 062	144 741	297 071	245 460	82.6	—	29 099	22 260	—	—	22 260	76.5
North Scottish Helicopters	203	2 733	990	9 772	1 055	741	70.2	—	81	57	—	—	57	70.4
Pelican Air Transport	168	57	224	—	—	—	—	582	7 062	4 656	—	4 656	—	65.9
Redcoat Air Cargo	145	56	313	—	—	—	—	291	2 529	1 644	—	1 644	—	65.0
Scimitar Airlines	316	105	438	—	—	—	—	—	13 058	8 967	—	8 967	—	68.7
Southern Int-Air Transport	67	249	219	10 516	5 093	2 676	52.5	—	384	219	—	—	219	56.9
Tradewinds Airways	545	185	830	—	—	—	—	2 385	20 809	12 194	—	12 194	—	58.6
Transmeridian Air Cargo )	669	247	1 161	—	—	—	—	2 365	21 419	14 548	—	14 548	—	67.9
TOTAL	25 956	32 728	49 751	1 507 614	3 097 221	2 532 768	81.8	13 675	414 525	286 689	10	75 666	211 013	69.1
Class 5A Licence TOTAL	942	1 137	1 730	40 861	56 943	36 198	63.6	..	21 332	13 288	—	10 284	3 004	61.8
TOTAL Excludes 5A Licence	25 014	31 591	48 021	1 466 753	3 040 278	2 496 570	82.1	13 675	393 193	273 401	10	65 382	208 009	69.5

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

# 86 International Non-Scheduled Services July 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	313	178	1 305	16 856	46 649	37 881	81.2	798	6 246	4 498	—	1 075	3 423	62.1
British Airtours	1 910	998	2 843	154 155	361 076	292 708	81.1	—	32 939	24 900	—	—	24 900	75.6
British Airways Helicopters	476	3 483	2 466	33 778	10 664	5 215	48.9	188	1 043	447	—	30	417	42.9
British Caledonian Airways	1 397	925	2 293	77 859	149 776	114 886	76.7	877	21 595	15 138	—	5 144	9 994	70.1
Air Anglia	1	2	4	13	10	9	92.9	—	1	1	—	—	1	78.6
Air Europe	765	450	1 225	47 863	99 478	82 732	83.2	—	9 389	6 619	—	—	6 619	70.5
Air Freight	32	95	116	—	—	—	—	83	155	80	—	80	—	51.8
Air Transcontinental Airlines	108	34	136	2 959	16 375	9 678	59.1	—	2 727	932	—	161	771	34.2
Air-Bridge Carriers	182	239	427	4 825	7 891	3 239	41.0	519	1 905	799	—	540	259	41.9
Alidair	30	46	94	1 967	1 894	1 356	71.6	11	190	112	—	8	104	59.0
Bristow Helicopters	569	3 623	3 322	30 062	9 828	5 398	54.9	188	834	521	—	34	487	62.5
Britannia Airways	5 132	3 014	8 212	352 574	667 456	603 881	90.5	—	56 749	51 332	—	—	51 332	90.5
British Air Ferries	17	37	54	638	570	303	53.2	3	71	32	—	4	28	45.6
British Executive Air Services	119	4 800	791	25 237	1 309	626	47.8	41	119	58	—	1	57	48.7
British Island Airways	656	604	1 272	30 633	52 300	42 452	81.2	281	4 978	3 772	—	162	3 610	75.8
British Midland Airways	986	598	1 544	67 808	149 003	116 607	78.3	—	27 063	10 238	—	923	9 315	37.8
Dan-Air Services	4 329	2 892	7 182	275 428	525 681	431 034	82.0	11	46 323	34 487	—	9	34 478	74.4
General Aviation Services	11	8	48	—	—	—	—	14	39	22	—	22	—	56.8
Gleneagle Helicopters	16	104	87	475	241	74	30.7	2	76	6	—	—	6	7.9
I.A.S. Cargo Airlines	923	303	1 267	—	—	—	—	3 369	36 483	24 565	—	24 565	—	67.3
Intra Airways	65	117	165	5 093	4 207	2 986	71.0	3	476	276	—	1	275	57.9
Invicta International Airlines	33	16	74	—	—	—	—	93	560	398	—	398	—	71.0
Laker Airways	2 855	1 136	4 060	148 509	652 421	510 025	78.2	—	65 057	40 534	—	—	40 534	62.3
Management Aviation	77	1 345	381	4 482	448	280	62.5	22	37	22	—	1	21	59.5
Monarch Airlines	1 946	1 222	3 062	144 741	297 071	245 460	82.6	—	29 099	22 260	—	—	22 260	76.5
North Scottish Helicopters	203	2 733	990	9 772	1 055	741	70.2	—	81	57	—	—	57	70.4
Pelican Air Transport	168	57	224	—	—	—	—	582	7 062	4 656	—	4 656	—	65.9
Redcoat Air Cargo	145	56	313	—	—	—	—	291	2 529	1 644	—	1 644	—	65.0
Scimitar Airlines	316	105	438	—	—	—	—	—	13 058	8 967	—	8 967	—	68.7
Southern Int-Air Transport	63	227	207	10 136	4 862	2 560	52.6	—	365	207	—	—	207	56.7
Tradewinds Airways	545	185	830	—	—	—	—	2 385	20 809	12 194	—	12 194	—	58.6
Transmeridian Air Cargo	669	247	1 161	—	—	—	—	2 365	21 419	14 548	—	14 548	—	67.9
TOTAL	25 059	29 879	46 589	1 445 863	3 060 264	2 510 138	82.0	12 137	410 476	284 321	—	75 168	209 154	69.2
Class 5A Licence TOTAL	820	714	1 385	29 721	50 316	32 754	65.1	..	20 586	12 931	—	10 201	2 730	62.3
TOTAL Excludes 5A Licence	24 239	29 165	45 204	1 416 142	3 009 948	2 477 384	82.3	12 137	389 890	271 390	—	64 967	206 424	69.6

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

# Domestic Non-Scheduled Services July 1979

**Table 23.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	8	41	41	74	181	15	8.3	—	18	1	—	—	1	5.6
Air Anglia	4	19	15	28	29	9	30.1	—	3	2	—	—	2	52.5
Air Freight	1	1	3	—	—	—	—	—	2	1	—	1	—	22.9
Air-Bridge Carriers	86	287	215	6 508	4 285	1 929	45.0	329	705	319	—	165	154	45.2
Alidair	50	157	159	6 526	3 032	2 124	70.1	19	303	166	—	6	160	54.7
British Air Ferries	4	7	13	105	94	47	50.3	4	16	7	—	2	4	40.6
British Island Airways	43	90	151	336	179	81	45.4	197	198	106	—	99	7	53.3
British Midland Airways	72	250	190	10 916	6 130	3 349	54.6	18	601	266	—	5	261	44.3
Dan-Air Services	367	948	1 333	27 900	15 849	11 470	72.4	102	1 374	1 004	10	19	975	73.1
Express Air Services C.I.	65	296	250	3 400	1 750	1 034	59.1	732	314	206	—	123	83	65.4
General Aviation Services	9	55	45	—	—	—	—	—	41	5	—	5	—	12.2
Intra Airways	46	74	122	1 929	3 325	1 374	41.3	134	284	178	—	75	103	62.5
Loganair	139	602	615	3 649	1 871	1 081	57.9	—	170	98	—	—	98	57.7
Southern Int-Air Transport	4	22	12	380	231	116	50.3	—	19	12	—	—	12	60.6
<b>TOTAL</b>	<b>897</b>	<b>2 849</b>	<b>3 162</b>	<b>61 751</b>	<b>36 957</b>	<b>22 630</b>	<b>61.2</b>	<b>1 538</b>	<b>4 049</b>	<b>2 368</b>	<b>10</b>	<b>499</b>	<b>1 859</b>	<b>58.4</b>
Class 5A Licence TOTAL	122	423	345	11 140	6 627	3 444	52.0	..	746	357	—	83	274	47.9
TOTAL Excludes 5A Licence	775	2 426	2 817	50 611	30 330	19 186	63.3	1 538	3 303	2 011	10	416	1 585	60.7

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

# Class 2 Licence Operations July 1979

Table 24

	Aircraft –km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat–km			Tonne–km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Caledonian Airways	45	8	58	1 337	—	8 349	7 532	90.2	812	678	83.4
Laker Airways	1 068	201	1 368	52 323	—	356 268	290 407	81.5	36 205	22 964	63.4
TOTAL	1 113	209	1 427	53 660	—	364 616	297 940	81.7	37 018	23 642	63.9

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers July 1979

Table 25

	Aircraft –km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	Percentage of available	Available (000)	Tonne–km Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	173	133	299	9 913	19 878	15 357	77.3	1 945	1 349	69.3	—	—
British Airtours	1 619	852	2 381	133 851	306 066	254 289	83.1	27 932	21 556	77.2	—	—
British Caledonian Airways	894	699	1 564	63 615	102 682	83 127	81.0	9 651	7 160	74.2	—	—
Air Europe	746	433	1 191	46 162	97 014	80 777	83.3	9 178	6 462	70.4	—	—
Alidair	8	8	27	575	634	607	95.8	63	45	71.7	—	—
Britannia Airways	4 988	2 843	7 963	334 435	648 749	588 711	90.7	55 159	50 044	90.7	—	—
British Island Airways	573	420	1 005	28 997	50 484	41 002	81.2	4 539	3 487	76.8	—	—
British Midland Airways	69	52	155	3 117	5 311	4 157	78.3	460	324	70.5	—	—
Dan-Air Services	3 435	2 324	5 679	230 572	419 461	353 607	84.3	37 205	28 284	76.0	—	—
Intra Airways	13	17	38	1 023	916	794	86.7	76	59	78.4	—	—
Laker Airways	927	515	1 350	60 707	149 042	116 007	77.8	14 436	9 281	64.3	—	—
Monarch Airlines	1 538	912	2 362	116 559	247 435	207 601	83.9	24 088	18 827	78.2	—	—
TOTAL International Services	14 984	9 208	24 015	1 029 526	2 047 673	1 746 036	85.3	184 733	146 878	79.5	—	—
Domestic Services												
British Island Airways	1	3	3	92	29	23	77.5	3	2	70.8	—	—
Intra Airways	23	32	59	1 865	1 663	1 334	80.2	137	100	73.0	—	—
TOTAL Domestic Services	23	35	62	1 957	1 693	1 356	80.1	139	102	72.9	—	—
GRAND TOTAL	15 007	9 243	24 077	1 031 483	2 049 365	1 747 393	85.3	184 872	146 979	79.5	—	—

## All Class 4 Licence Operations July 1979

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	3	6	7	—	547	326	302	92.5	32	27	85.3
British Airtours	99	70	158	—	11 261	18 689	15 711	84.1	1 700	1 337	78.6
British Caledonian Airways	82	92	155	—	8 023	9 953	7 922	79.6	940	688	73.2
Air Europe	7	8	14	—	855	936	770	82.2	89	62	69.5
British Island Airways	17	15	33	—	1 082	1 523	1 221	80.2	137	104	75.9
British Midland Airways	9	12	26	—	773	691	613	88.8	53	48	89.5
Dan-Air Services	792	490	1 304	—	39 162	95 106	69 154	72.7	8 227	5 532	67.2
Intra Airways	31	61	90	—	2 782	2 235	1 603	71.7	184	120	65.2
Laker Airways	457	319	834	—	20 930	40 629	30 133	74.2	3 652	2 411	66.0
Monarch Airlines	404	307	693	—	27 850	48 924	37 179	76.0	4 942	3 372	68.2
<b>TOTAL</b>	<b>1 901</b>	<b>1 380</b>	<b>3 313</b>	<b>—</b>	<b>113 265</b>	<b>219 012</b>	<b>164 607</b>	<b>75.2</b>	<b>19 956</b>	<b>13 701</b>	<b>68.7</b>

## International Class 4 Licence Operations July 1979

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways	3	6	7	—	547	326	302	92.5	32	27	85.3
British Airtours	99	70	158	—	11 261	18 689	15 711	84.1	1 700	1 337	78.6
British Caledonian Airways	82	92	155	—	8 023	9 953	7 922	79.6	940	688	73.2
Air Europe	7	8	14	—	855	936	770	82.2	89	62	69.5
British Island Airways	17	15	33	—	1 082	1 523	1 221	80.2	137	104	75.9
British Midland Airways	8	10	22	—	629	580	504	86.9	44	39	88.4
Dan-Air Services	792	490	1 304	—	39 162	95 106	69 154	72.7	8 227	5 532	67.2
Intra Airways	30	59	88	—	2 718	2 186	1 563	71.5	180	117	65.0
Laker Airways	457	319	834	—	20 930	40 629	30 133	74.2	3 652	2 411	66.0
Monarch Airlines	404	307	693	—	27 850	48 924	37 179	76.0	4 942	3 372	68.2
<b>TOTAL</b>	<b>1 899</b>	<b>1 376</b>	<b>3 307</b>	<b>—</b>	<b>113 057</b>	<b>218 853</b>	<b>164 458</b>	<b>75.1</b>	<b>19 943</b>	<b>13 689</b>	<b>68.6</b>

## Domestic Class 4 Licence Operations July 1979

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Midland Airways	2	2	4	—	144	110	109	98.6	9	9	94.9
Intra Airways	1	2	2	—	64	49	40	82.7	4	3	75.5
<b>TOTAL</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>—</b>	<b>208</b>	<b>159</b>	<b>149</b>	<b>93.7</b>	<b>13</b>	<b>12</b>	<b>88.9</b>

## All Class 6 Licence Operations July 1979

**Table 27.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used		Percentage of available
							Mail (000)	Cargo (000)	
British Airways	9	8	25	107	147	115	—	115	78.6
British Caledonian Airways	188	45	245	771	6 077	4 341	—	4 341	71.4
Air Freight	6	26	25	78	24	16	—	16	69.5
Air-Bridge Carriers	91	144	256	850	1 404	611	—	611	43.5
British Island Airways	39	98	143	303	178	119	—	119	66.9
Dan-Air Services	15	53	55	59	52	18	10	8	34.9
Express Air Services C.I.	30	181	133	732	157	123	—	123	77.9
I.A.S. Cargo Airlines	766	229	1 041	3 370	30 258	22 567	—	22 567	74.6
Invicta International Airlines	33	16	74	94	560	398	—	398	71.0
Pelican Air Transport	157	53	210	583	6 592	4 426	—	4 426	67.1
Redcoat Air Cargo	145	56	313	292	2 529	1 644	—	1 644	65.0
Tradewinds Airways	506	176	775	2 385	19 213	11 159	—	11 159	58.1
Transmeridian Air Cargo	444	145	743	2 128	15 488	12 417	—	12 417	80.2
<b>TOTAL</b>	<b>2 428</b>	<b>1 230</b>	<b>4 039</b>	<b>11 750</b>	<b>82 678</b>	<b>57 953</b>	<b>10</b>	<b>57 943</b>	<b>70.1</b>

## International Class 6 Licence Operations July 1979

**Table 27.2**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used		Percentage of available
							Mail (000)	Cargo (000)	
British Airways	9	8	25	107	147	115	—	115	78.6
British Caledonian Airways	188	45	245	771	6 077	4 341	—	4 341	71.4
Air Freight	6	26	25	78	24	16	—	16	69.5
Air-Bridge Carriers	73	77	191	520	1 189	524	—	524	44.1
British Island Airways	36	93	132	282	165	107	—	107	64.7
Dan-Air Services	6	9	22	9	25	8	—	8	31.9
I.A.S. Cargo Airlines	766	229	1 041	3 370	30 258	22 567	—	22 567	74.6
Invicta International Airlines	33	16	74	94	560	398	—	398	71.0
Pelican Air Transport	157	53	210	583	6 592	4 426	—	4 426	67.1
Redcoat Air Cargo	145	56	313	292	2 529	1 644	—	1 644	65.0
Tradewinds Airways	506	176	775	2 385	19 213	11 159	—	11 159	58.1
Transmeridian Air Cargo	444	145	743	2 128	15 488	12 417	—	12 417	80.2
<b>TOTAL</b>	<b>2 368</b>	<b>933</b>	<b>3 797</b>	<b>10 617</b>	<b>82 267</b>	<b>57 721</b>	<b>—</b>	<b>57 721</b>	<b>70.2</b>

## Domestic Class 6 Licence Operations July 1979

**Table 27.3**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used		Percentage of available
							Mail (000)	Cargo (000)	
Air-Bridge Carriers	18	67	65	330	214	87	—	87	40.6
British Island Airways	3	5	11	21	13	12	—	12	93.0
Dan-Air Services	9	44	34	50	27	10	10	—	37.7
Express Air Services C.I.	30	181	133	732	157	123	—	123	77.9
<b>TOTAL</b>	<b>60</b>	<b>297</b>	<b>242</b>	<b>1 133</b>	<b>411</b>	<b>232</b>	<b>10</b>	<b>222</b>	<b>56.4</b>

## All Class 7 Licence Operations July 1979

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	8	2	19	33	1 102	249	22.6	—	139	23	—	23	16.8
British Airways Helicopters	484	3 524	2 507	33 852	10 845	5 230	48.2	189	1 061	448	30	418	42.2
Bristow Helicopters	569	3 623	3 322	30 062	9 828	5 398	54.9	188	834	521	34	487	62.5
British Executive Air Services	119	4 800	791	25 237	1 309	626	47.8	41	119	58	1	57	48.7
Gleneagle Helicopters	16	104	87	475	241	74	30.7	2	76	6	—	6	7.9
Management Aviation	77	1 345	381	4 482	448	280	62.5	22	37	22	1	21	59.5
North Scottish Helicopters	203	2 733	990	9 772	1 055	741	70.2	—	81	57	—	57	70.4
<b>TOTAL</b>	<b>1 476</b>	<b>16 131</b>	<b>8 096</b>	<b>103 913</b>	<b>24 828</b>	<b>12 598</b>	<b>50.7</b>	<b>443</b>	<b>2 347</b>	<b>1 135</b>	<b>67</b>	<b>1 069</b>	<b>48.4</b>

## International Class 7 Licence Operations July 1979

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	8	2	19	33	1 102	249	22.6	—	139	23	—	23	16.8
British Airways Helicopters	476	3 483	2 466	33 778	10 664	5 215	48.9	189	1 043	447	30	417	42.9
Bristow Helicopters	569	3 623	3 322	30 062	9 828	5 398	54.9	188	834	521	34	487	62.5
British Executive Air Services	119	4 800	791	25 237	1 309	626	47.8	41	119	58	1	57	48.7
Gleneagles Helicopters	16	104	87	475	241	74	30.7	2	76	6	—	6	7.9
Management Aviation	77	1 345	381	4 482	448	280	62.5	22	37	22	1	21	59.5
North Scottish Helicopters	203	2 733	990	9 772	1 055	741	70.2	—	81	57	—	57	70.4
<b>TOTAL</b>	<b>1 468</b>	<b>16 090</b>	<b>8 056</b>	<b>103 839</b>	<b>24 647</b>	<b>12 583</b>	<b>51.1</b>	<b>443</b>	<b>2 329</b>	<b>1 134</b>	<b>67</b>	<b>1 068</b>	<b>48.7</b>

## Domestic Class 7 Licence Operations July 1979

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	8	41	41	74	181	15	8.3	1	18	1	—	1	5.6
<b>TOTAL</b>	<b>8</b>	<b>41</b>	<b>41</b>	<b>74</b>	<b>181</b>	<b>15</b>	<b>8.3</b>	<b>1</b>	<b>18</b>	<b>1</b>	<b>—</b>	<b>1</b>	<b>5.6</b>



# All Exempt Operations July 1979

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	120	27	952	6 270	25 301	21 946	86.7	692	4 980	2 982	960	2 022	59.9
British Caledonian Airways	21	13	35	25	1 724	65	3.8	106	556	180	173	6	32.3
Air Anglia	6	21	19	41	39	18	46.3	—	4	2	—	2	59.1
Air Freight	2	4	9	—	—	—	—	6	7	2	2	—	36.4
Aldair	58	164	184	6 404	3 504	2 248	64.1	31	350	182	14	168	52.0
Britannia Airways	83	139	158	14 798	10 847	8 867	81.7	—	922	754	—	754	81.7
British Air Ferries	17	36	60	588	586	315	53.7	8	77	34	5	29	44.0
British Island Airways	45	96	160	798	443	287	64.9	176	209	111	86	24	53.0
British Midland Airways	102	268	231	11 868	8 651	4 929	57.0	19	811	389	5	384	48.0
Dan-Air Services	408	934	1 394	30 346	21 542	15 816	73.4	55	1 806	1 346	21	1 325	74.5
General Aviation Services	7	6	29	—	—	—	—	15	25	15	15	—	60.7
I.A.S. Cargo Airlines	97	56	146	—	—	—	—	—	3 840	—	—	—	—
Intra Airways	25	45	69	—	1 791	101	5.7	137	158	84	76	8	52.8
Laker Airways	9	2	7	255	2 985	1 605	53.8	—	302	128	—	128	42.4
Loganair	139	602	615	3 649	1 871	1 081	57.8	—	170	98	—	98	57.6
Southern Int-Air Transport	20	25	57	416	1 439	279	19.4	—	93	36	—	36	38.3
Transmeridian Air Cargo	138	65	268	—	—	—	—	237	3 867	835	835	—	21.6
TOTAL	1 298	2 503	4 391	75 458	80 722	57 558	71.3	1 482	18 176	7 178	2 194	4 984	39.5

# International Exempt Operations July 1979

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	120	27	952	6 270	25 301	21 946	86.7	692	4 980	2 982	960	2 022	59.9
British Caledonian Airways	21	13	35	25	1 724	65	3.8	106	556	180	173	6	32.3
Air Anglia	1	2	4	13	10	9	92.9	—	1	1	—	1	78.6
Air Freight	1	3	6	—	—	—	—	6	5	2	2	—	43.0
Alidair	16	26	51	830	972	543	55.9	11	97	48	8	40	49.8
Britannia Airways	83	139	158	14 798	10 847	8 867	81.7	—	922	754	—	754	81.7
British Air Ferries	14	29	47	483	492	267	54.4	4	61	27	3	24	44.9
British Island Airways	6	14	22	554	293	229	78.1	—	27	19	—	19	71.7
British Midland Airways	31	20	46	1 096	2 631	1 690	64.2	—	219	132	—	132	60.2
Dan-Air Services	51	31	97	2 494	5 744	4 397	76.5	3	463	357	3	354	77.0
General Aviation Services	7	6	29	—	—	—	—	15	25	15	15	—	60.7
I.A.S. Cargo Airlines	97	56	146	—	—	—	—	—	3 840	—	—	—	—
Intra Airways	3	5	9	—	178	101	56.8	3	15	9	1	8	58.7
Laker Airways	9	2	7	255	2 985	1 605	53.8	—	302	128	—	128	42.4
Southern Int-Air Transport	17	16	49	268	1 249	173	13.8	—	77	25	—	25	32.4
Transmeridian Air Cargo	138	65	268	—	—	—	—	237	3 867	835	835	—	21.6
<b>TOTAL</b>	<b>616</b>	<b>454</b>	<b>1 924</b>	<b>27 086</b>	<b>52 425</b>	<b>39 893</b>	<b>76.1</b>	<b>1 076</b>	<b>15 455</b>	<b>5 513</b>	<b>2 000</b>	<b>3 513</b>	<b>35.7</b>

# Domestic Exempt Operations July 1979

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
Air Anglia	4	19	15	28	29	9	30.1	—	3	2	—	2	52.5
Air Freight	1	1	3	—	—	—	—	—	2	1	1	—	22.9
Alidair	42	138	133	5 574	2 532	1 704	67.3	20	253	134	6	128	52.8
British Air Ferries	4	7	13	105	94	47	50.3	4	16	7	2	4	40.6
British Island Airways	40	82	137	244	150	59	39.1	176	182	91	86	5	50.2
British Midland Airways	71	248	185	10 772	6 020	3 240	53.8	19	592	258	5	253	43.6
Dan-Air Services	357	903	1 296	27 852	15 798	11 419	72.3	53	1 343	990	19	971	73.7
Intra Airways	22	40	61	—	1 613	—	—	134	144	75	75	—	52.2
Loganair	139	602	615	3 649	1 871	1 081	57.8	—	170	98	—	98	57.6
Southern Int-Air Transport	3	9	8	148	190	106	55.9	—	16	11	—	11	65.6
<b>TOTAL</b>	<b>682</b>	<b>2 049</b>	<b>2 467</b>	<b>48 372</b>	<b>28 297</b>	<b>17 665</b>	<b>62.4</b>	<b>405</b>	<b>2 721</b>	<b>1 665</b>	<b>194</b>	<b>1 471</b>	<b>61.2</b>

# Class 5 Operations for UK Operators July 1979

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometre used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	11	6	16	910	2 030	1 629	80.2	..	185	140	—	—	140	75.7
British Caledonian Airways	42	20	60	1 309	3 340	2 476	74.1	..	986	715	—	492	223	72.5
Air Europe	12	9	20	846	1 528	1 185	77.6	..	123	95	—	—	95	77.2
Air Freight	14	35	49	—	—	—	—	..	63	26	—	26	—	41.3
Air Transcontinental Airlines	108	34	136	2 959	16 375	9 678	59.1	..	2 727	932	—	161	771	34.2
Air-Bridge Carriers	177	382	386	11 333	12 176	5 168	42.4	..	1 207	507	1	93	413	42.0
Alidair	13	31	43	1 514	789	625	79.2	..	79	50	—	—	50	63.3
Britannia Airways	61	32	91	3 341	7 860	6 302	80.2	..	668	535	—	—	535	80.1
British Air Ferries	3	8	7	155	78	36	46.2	..	10	6	—	1	4	50.0
Dan-Air Services	40	31	70	2 737	4 664	3 498	76.6	..	362	278	—	—	278	76.8
Express Air Services C.I.	35	115	117	3 400	1 750	1 034	59.1	..	157	83	—	—	83	52.9
General Aviation Services	13	57	64	—	—	—	—	..	55	12	5	7	—	21.8
Intra Airways	19	36	30	1 352	926	527	56.9	..	206	91	—	—	91	44.2
Laker Airways	4	2	5	573	1 161	962	82.9	..	118	77	—	—	77	65.3
Monarch Airlines	4	3	7	332	712	681	95.6	..	69	61	—	—	61	88.4
Pelican Air Transport	11	4	14	—	—	—	—	..	470	230	—	230	—	48.9
Scimitar Airlines	316	105	438	—	—	—	—	..	13 058	8 967	—	8 967	—	68.7
Southern Int-Air Transport	47	224	161	10 100	3 654	2 397	65.6	..	291	183	—	—	183	62.9
Tradewinds Airways	12	3	17	—	—	—	—	..	498	301	—	301	—	60.4
TOTAL	942	1 137	1 730	40 861	56 943	36 198	63.6	..	21 332	13 288	6	10 278	3 004	62.3

# Class 5 Operations for Non-UK Operators July 1979

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometre used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways	1	2	2	93	42	27	64.3	..	3	2	—	—	2	66.7
British Airtours	181	70	288	8 133	34 290	21 080	61.5	..	3 121	1 867	—	—	1 867	59.8
British Caledonian Airways	126	48	176	3 550	23 728	13 763	58.0	..	2 573	1 377	—	138	1 239	53.5
Air Freight	11	31	35	—	—	—	—	..	64	36	—	36	—	56.3
British Island Airways	24	62	79	—	—	—	—	..	110	55	—	55	—	50.0
British Midland Airways	878	516	1 322	62 966	140 480	110 256	78.5	..	26 340	9 743	—	923	8 820	37.0
Dan-Air Services	6	8	14	471	563	416	73.9	..	45	33	—	—	33	73.3
I.A.S. Cargo Airlines	60	18	80	—	—	—	—	..	2 385	1 998	—	1 998	—	83.8
Laker Airways	391	97	497	13 721	102 337	70 910	69.3	..	10 344	5 672	—	—	5 672	54.8
Tradewinds Airways	27	6	39	—	—	—	—	..	1 098	734	—	734	—	66.8
Transmeridian Air Cargo	86	37	149	—	—	—	—	..	2 064	1 296	—	1 296	—	62.8
TOTAL	1 791	895	2 680	88 934	301 440	216 452	71.8	..	48 147	22 813	—	5 180	17 633	47.4

# Aircraft Type and Utilisation — All Airlines July 1979

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended June 1979	Daily Utilisation per Aircraft (hrs) Quarter ended June 1979
		Passenger	Cargo	Passenger	Cargo				
Aérospatiale SA330J Puma	✈ 165	675	—	810	—	7 449	1 821	9	2.6
Aérospatiale SA-365 Dauphin	✈ 37	598	14	155	2	3 588	224	..	..
Aviation Traders Merchantman	326	—	369	—	635	—	—	6	3.8
AW650 Argosy	49	—	125	—	166	—	—	3	2.1
BAC 111-200	849	1 857	—	1 977	—	90 631	46 344	9	6.7
BAC 111-300/400	3 044	3 072	—	5 492	—	184 778	200 253	20	7.9
BAC 111-500	4 756	6 304	43	7 761	51	452 175	375 385	36	7.7
BAC/Aérospatiale Concorde	1 017	181	—	710	—	9 661	58 617	5	4.8
Bell 212 Twin	✈ 154	5 450	—	984	—	28 895	811	10	(b) 2.7
Boeing 707-120/120B	338	172	—	490	—	22 845	42 749	1	9.8
Boeing 707-320C/336	6 646	1 626	636	6 592	2 841	155 598	517 514	38	8.3
Boeing 707-420	1 910	998	—	2 843	—	153 462	292 708	10	8.2
Boeing 720/720B	1 066	588	—	1 579	—	80 683	151 355	5	8.2
Boeing 727-100	1 795	975	—	2 707	—	108 863	205 087	8	8.1
Boeing 737-200	5 898	3 464	—	9 437	—	400 437	686 612	21	13.4
Boeing 747-100	6 071	1 419	—	7 525	—	269 872	1 915 435	18	12.7
Boeing 747-200	2 740	576	—	3 214	—	112 310	826 915	8	12.6
Bristol Britannia 300	178	—	72	—	387	—	—	4	3.9
Britten-Norman Islander	159	1 809	—	750	—	6 601	548	11	2.4
Britten-Norman Trislander	227	2 795	—	1 138	—	29 872	2 332	14	2.5
Canadair CL 44	507	—	194	—	1 020	—	—	9	5.0
Cessna 404 Titan	97	306	—	405	—	1 693	591	2	6.4
DC3 Dakota/Pionair	49	142	129	83	167	3 168	281	8	1.4
DH 106 Comet 4B/C	713	443	—	1 206	—	45 024	73 727	7	5.0
DHC 6 Twin-Otter	300	1 477	—	1 358	—	11 563	2 867	9	4.4
Douglas DC-6A/6B/6C	1	—	3	—	1	—	—	2	—
Embraer Bandeirante	2	11	—	6	—	33	5	—	—
Fairchild Hillier FH227B	47	—	162	—	155	—	—	2	3.0
Fokker F28 2000-6000	252	449	—	459	—	15 406	9 989	3	4.4
Fokker Friendship 100/600	500	1 607	—	1 473	—	29 595	11 927	10	5.8
Hawker Siddeley 121 Trident 1C	773	1 420	—	1 659	—	96 470	52 908	11	4.1
Hawker Siddeley 121 Trident 1E	340	620	—	726	—	50 435	28 010	4	5.8
Hawker Siddeley 121 Trident 2E	1 821	1 827	—	3 428	—	139 223	136 394	16	6.1
Hawker Siddeley 121 Trident 3B	2 487	3 534	—	4 879	—	374 272	258 231	25	6.3
HP Herald 100/200	1 060	3 493	706	3 380	753	101 324	24 423	31	4.5
HS 748	720	2 256	49	2 585	43	61 927	22 302	21	3.9
Lockheed L1011 Tristar	1 790	828	—	2 230	—	150 700	307 885	9	7.4
Lockheed L-1011-500 Tristar	643	193	—	873	—	15 380	93 700	2	7.7
MBB BO 105	✈ 228	3 337	26	1 135	5	10 011	681	3	(a) 3.5
McDonnell-Douglas DC10-10	1 957	413	—	2 569	—	100 947	503 255	6	12.5
McDonnell-Douglas DC8-54F/55F	899	—	300	—	1 240	—	—	6	7.8
McDonnell-Douglas DC9-10 to 40	240	609	—	548	—	31 536	13 329	2	7.6
McDonnell-Douglas DC-10-30	851	214	—	1 102	—	21 400	135 098	3	12.4
Piper PA23 Aztec (and Apache)	✈ 8	50	—	33	—	86	19	1	0.4
Piper PA31 Navajo (all Series)	194	975	—	764	—	3 440	859	9	2.5
Sikorsky S61N	✈ 853	5 609	—	4 737	—	66 093	9 445	43	(a) 3.5
Sikorsky S.58T	✈ 37	484	19	211	4	2 257	169	5	1.5
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 880	889	—	4 475	—	55 705	298 309	15	9.0
Vickers Viscount 700	80	203	—	253	—	8 493	3 480	6	2.4
Vickers Viscount 700D/800/810	1 902	6 161	—	6 267	—	261 659	86 783	35	4.9
Westland Wessex	✈ 48	999	—	344	—	5 030	242	3	3.5
<b>TOTAL</b>	<b>59 706</b>	<b>71 108</b>	<b>2 847</b>	<b>101 352</b>	<b>7 470</b>	<b>3 780 590</b>	<b>7 399 617</b>	<b>545</b>	<b>6.1</b>

Aircraft in service and utilisation

(a) Excludes North Scottish Helicopters

(b) Excludes Gleneagle Helicopters

# Aircraft Type and Utilisation—Individual Airlines Table 31.2

## July 1979

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
<b>British Airways</b>									
HS 748	73	326	—	275	—	8 458	2 188	2	4.9
Vickers Viscount 700D/800/810	837	3 011	—	2 907	—	132 173	39 739	20	4.4
BAC 111-300/400	702	1 371	—	1 507	—	69 357	34 677	7	6.6
BAC 111-500	1 757	3 550	—	2 356	—	225 936	111 001	18	6.8
Hawker Siddeley 121 Trident 2E	1 821	1 827	—	3 428	—	139 223	136 394	16	6.1
Aviation Traders Merchantman	273	—	325	—	519	—	—	5	3.9
Hawker Siddeley 121 Trident 1C	773	1 420	—	1 659	—	96 470	52 908	11	4.1
Hawker Siddeley 121 Trident 3B	2 487	3 534	—	4 879	—	374 272	258 231	25	6.3
Hawker Siddeley 121 Trident 1E	340	620	—	726	—	50 435	28 010	4	5.8
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 880	889	—	4 475	—	55 705	298 309	15	9.0
Lockheed L1011 Tristar	1 790	828	—	2 230	—	150 700	307 885	9	7.4
Boeing 707-320C/336	2 682	581	226	2 883	1 077	45 605	216 852	11	8.9
Lockheed L-1011-500 Tristar	643	193	—	873	—	15 380	93 700	2	7.7
Boeing 747-100	6 071	1 419	—	7 525	—	269 872	1 915 435	18	12.7
Boeing 747-200	2 740	576	—	3 214	—	11 2310	826 915	8	12.6
BAC/Aerospatiale Concorde	1 017	181	—	710	—	9 661	58 617	5	4.8
<b>TOTAL</b>	<b>26 887</b>	<b>20 326</b>	<b>551</b>	<b>39 647</b>	<b>1 596</b>	<b>1 755 557</b>	<b>4 380 860</b>	<b>177</b>	<b>7.2</b>
<b>British Airtours</b>									
Boeing 707-420	1 910	998	—	2 843	—	153 462	292 708	10	8.3
<b>British Airways Helicopters</b>									
Sikorsky S61N	487	3 285	—	2 521	—	42 446	5 855	24	3.1
Sikorsky S.58T	14	242	—	75	—	1 193	68	2	1.3
Bell 212 Twin	14	499	—	75	—	2 887	80	2	0.9
<b>TOTAL</b>	<b>515</b>	<b>4 026</b>	<b>—</b>	<b>2 671</b>	<b>—</b>	<b>46 526</b>	<b>6 003</b>	<b>28</b>	<b>2.8</b>
<b>British Caledonian Airways</b>									
Piper PA31 Navajo (all Series)	38	210	—	191	—	576	105	2	3.1
BAC 111-200	610	1 504	—	1 481	—	71 266	31 682	7	6.5
BAC 111-500	1 363	1 460	43	2 519	51	106 383	109 852	9	7.7
Boeing 707-320C/336	1 820	390	114	1 869	544	27 350	131 704	9	9.1
McDonnell-Douglas DC-10-30	851	214	—	1 102	—	21 400	135 098	3	12.4
Sikorsky S61N	23	580	—	145	—	6 769	271	1	4.5
<b>TOTAL</b>	<b>4 705</b>	<b>4 358</b>	<b>157</b>	<b>7 307</b>	<b>595</b>	<b>233 744</b>	<b>408 712</b>	<b>31</b>	<b>7.8</b>
<b>Air Anglia</b>									
Fokker Friendship 100/600	500	1 607	—	1 473	—	29 595	11 927	10	5.8
Fokker F28 2000-6000	252	449	—	459	—	15 406	9 989	3	4.4
Piper PA31 Navajo (all Series)	156	765	—	573	—	2 864	755	7	2.3
<b>TOTAL</b>	<b>908</b>	<b>2 821</b>	<b>—</b>	<b>2 505</b>	<b>—</b>	<b>47 865</b>	<b>22 670</b>	<b>20</b>	<b>4.2</b>
<b>Air Ecosse (Charters)</b>									
Embraer Bandeirante	2	11	—	6	—	33	5	—	—
<b>Air Europe</b>									
Boeing 737-200	765	450	—	1 225	—	47 863	82 732	3	18.3

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
<b>Air Freight</b>									
DC3 Dakota/Pionair	17	—	69	—	75	—	—	4	1.1
Fairchild Hillier FH227B	47	—	162	—	155	—	—	2	3.0
TOTAL	64	—	231	—	230	—	—	6	1.4
<b>Air Transcontinental Airlines</b>									
Boeing 707-120/120B	108	34	—	136	—	2 959	9 678	—	—
<b>Air-Bridge Carriers</b>									
AW650 Argosy	49	—	125	—	166	—	—	3	2.1
Aviation Traders Merchantman	53	—	44	—	116	—	—	1	3.3
TOTAL	102	—	169	—	282	—	—	4	2.4
<b>Alidair</b>									
Vickers Viscount 700	80	203	—	253	—	8 493	3 480	6	2.4
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	139	2 228	—	664	—	25 262	1 592	7	2.8
Britten-Norman Islander	11	139	—	56	—	788	64	2	1.5
TOTAL	150	2 367	—	720	—	26 050	1 655	9	2.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	335	1 710	—	2 032	—	16 553	3 243	18	3.9
Westland Wessex	48	999	—	344	—	5 030	242	3	3.5
Sikorsky S58T	16	192	—	105	—	734	61	2	1.1
Bell 212 Twin	5	47	—	31	—	296	31	1	1.3
Aerospatiale SA330J Puma	165	675	—	810	—	7 449	1 821	9	2.6
TOTAL	569	3 623	—	3 322	—	30 062	5 398	33	3.2
<b>Britannia Airways</b>									
Boeing 737-200	5 132	3 014	—	8 312	—	352 574	603 881	18	12.9
<b>British Air Ferries</b>									
HP Herald 100/200	20	39	5	58	9	743	351	7	1.0
<b>British Executive Air Services</b>									
Bell 212 Twin	119	4 800	—	791	—	25 237	626	7	3.5
<b>British Island Airways</b>									
HP Herald 100/200	926	3 217	520	3 021	611	93 673	21 767	19	6.2
Cessna 404 Titan	97	306	—	405	—	1 693	591	2	6.4
BAC 111-300/400	577	405	—	988	—	28 844	41 652	3	7.7
TOTAL	1 599	3 928	520	4 414	611	124 210	64 010	24	6.4
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	736	2 250	—	2 405	—	96 438	34 017	10	6.3
McDonnell-Douglas DC9-10 to 40	240	609	—	548	—	31 536	13 329	2	7.6
Boeing 707-320C/336	878	516	—	1 322	—	62 966	110 256	6	7.4
TOTAL	1 854	3 375	—	4 275	—	190 940	157 602	18	6.8

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
<b>Brymon Airways</b>									
Britten-Norman Islander	18	81	—	86	—	234	54	1	4.1
HP Herald 100/200	48	122	—	184	—	3 508	1 270	1	4.8
DHC 6 Twin-Otter	126	662	—	556	—	5 779	1 282	3	5.8
TOTAL	193	865	—	826	—	9 521	2 606	5	5.2
<b>Dan-Air Services</b>									
HS 748	647	1 930	49	2 310	43	53 469	20 115	19	3.8
Vickers Viscount 700D/800/810	118	362	—	348	—	9 961	3 759	2	2.5
BAC 111-200	239	353	—	496	—	19 365	14 662	2	7.5
BAC 111-300/400	771	662	—	1 404	—	42 229	53 408	5	8.5
BAC 111-500	1 001	806	—	1 779	—	77 005	95 793	6	9.6
DH 106 Comet 4B/C	713	443	—	1 206	—	45 024	73 727	7	5.0
Boeing 727-100	1 795	975	—	2 707	—	108 863	205 087	8	8.1
Boeing 707-320C/336	—	—	—	—	—	—	—	1	0.7
TOTAL	5 284	5 531	49	10 250	43	355 916	466 549	50	6.0
<b>Express Air Services C.I.</b>									
HP Herald 100/200	65	115	181	117	133	3 400	1 034	4	2.1
<b>General Aviation Services</b>									
DC3 Dakota/Pionair	19	—	60	—	92	—	—	2	1.6
Douglas DC-6A/6B/6C	1	—	3	—	1	—	—	2	2.5
TOTAL	20	—	63	—	93	—	—	4	1.2
<b>Gleneagle Helicopters</b>									
Bell 212 Twin	16	104	—	87	—	475	74	..	..
<b>Haywards Aviation</b>									
Britten-Norman Islander	18	94	—	86	—	357	78	1	2.5
Piper PA23 Aztec (and Apache)	8	50	—	33	—	86	19	1	0.4
TOTAL	26	144	—	119	—	443	97	2	1.4
<b>I.A.S. Cargo Airlines</b>									
McDonnell-Douglas DC8-54F/55F	604	—	196	—	827	—	—	4	8.5
<b>Intra Airways</b>									
DC3 Dakota/Pionair	13	142	—	83	—	3 168	281	2	2.2
Vickers Viscount 700D/800/810	144	289	—	388	—	12 571	6 593	3	4.9
TOTAL	158	431	—	471	—	15 739	6 873	5	3.6
<b>Invicta International Airlines</b>									
Bristol Britannia 300	33	—	16	—	74	—	—	2	2.8
<b>Laker Airways</b>									
BAC 111-300/400	994	634	—	1 593	—	44 348	70 517	5	9.3
McDonnell-Douglas DC10-10	1 957	413	—	2 569	—	100 947	503 255	6	12.5
Boeing 707-320C/336	371	139	—	518	—	19 677	58 702	2	10.5
TOTAL	3 322	1 186	—	4 680	—	164 972	632 474	13	10.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
<b>Loganair</b>									
Britten-Norman Trislander	88	567	—	474	—	4 610	740	7	2.3
Britten-Norman Islander	112	1 495	—	522	—	5 222	352	7	2.4
DH6 Twin-Otter	174	815	—	802	—	5 784	1 585	6	3.6
TOTAL	375	2 877	—	1 798	—	15 616	2 677	20	2.7
<b>Management Aviation</b>									
Sikorsky S.58T	7	50	19	31	4	330	40	1	3.9
MBB BO 105	59	1 088	26	290	5	3 264	174	3	4.0
Aerospatiale SA-365 Dauphin	11	148	14	50	2	888	66	—	—
TOTAL	77	1 286	59	371	11	4 482	280	4	3.1
<b>Monarch Airlines</b>									
BAC 111-500	636	488	—	1 107	—	42 851	58 740	3	9.4
Boeing 707-120/120B	230	138	—	354	—	19 886	33 071	1	9.8
Boeing 720/720B	1 066	588	—	1 579	—	80 683	151 355	5	8.2
TOTAL	1 932	1 214	—	3 040	—	143 420	243 165	9	8.8
<b>North Scottish Helicopters</b>									
Sikorsky S61N	8	34	—	39	—	325	76	..	..
MBB BO 105	169	2 249	—	845	—	6 747	507	..	..
Aerospatiale SA-365 Dauphin	26	450	—	105	—	2 700	158	..	..
TOTAL	203	2 733	—	989	—	9 772	741	..	..
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	168	—	57	—	224	—	—	1	9.0
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	145	—	56	—	313	—	—	2	5.1
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	316	—	105	—	438	—	—	2	6.2
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	67	249	—	219	—	10 516	2 676	3	3.8
<b>Tradewinds Airways</b>									
Canadair CL 44	133	—	51	—	272	—	—	2	6.3
Boeing 707-320C/336	412	—	134	—	558	—	—	3	7.3
TOTAL	545	—	185	—	830	—	—	5	6.9
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	374	—	143	—	748	—	—	7	4.7
McDonnell-Douglas DC8-54F/55F	295	—	104	—	413	—	—	2	6.5
TOTAL	669	—	247	—	1 161	—	—	9	5.1
GRAND TOTAL	59 706	71 108	2 847	101 352	7 470	3 780 590	7 399 617	545	6.1



## Operations Subject to Variable Charge by Type of Licence for July 1979

**Table 32**

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations Own Aircraft</b>					
Class 1	822 864	554 405	107 678	446 724	67.4
Class 2	35 628	22 622	—	22 622	63.4
Class 3	183 580	145 885	—	145 885	79.4
Class 4	19 954	13 699	—	13 699	68.6
Class 5A	20 219	12 842	10 268	2 574	63.5
Class 6	71 612	49 094	49 092	2	68.5
Class 7	2 037	1 000	65	935	48.9
<b>TOTAL</b>	<b>1 155 894</b>	<b>799 547</b>	<b>167 103</b>	<b>632 442</b>	<b>69.2</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	14 700	9 627	1 616	8 011	65.4
Exempt Services	16 869	7 128	2 192	4 936	42.2
Class 5B	48 147	22 813	5 180	17 633	47.3
Small Aircraft Operations	1 227	594	8	586	48.4
<b>TOTAL</b>	<b>80 942</b>	<b>40 162</b>	<b>8 996</b>	<b>31 165</b>	<b>49.6</b>
<b>GRAND TOTAL</b>	<b>1 236 836</b>	<b>839 709</b>	<b>176 009</b>	<b>663 607</b>	<b>67.9</b>

## Output by Type of Licence and Aircraft Ownership for July 1979

**Table 33**

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	823 782	3 423	13 384	840 589
Class 2	35 628	857	532	37 018
Class 3	183 580	509	784	184 872
Class 4	19 954	2	—	19 956
Class 6	71 612	11 066	—	82 678
Class 7	2 347	—	—	2 347
Exempt Services	16 869	1 307	—	18 176
<b>TOTAL</b>	<b>1 153 772</b>	<b>17 164</b>	<b>14 700</b>	<b>1 185 635</b>
Class 5A	20 219	1 113	—	21 332
Class 5B	48 147	—	—	48 147
<b>TOTAL</b>	<b>68 366</b>	<b>1 113</b>	<b>—</b>	<b>69 479</b>
<b>GRAND TOTAL</b>	<b>1 222 138</b>	<b>18 277</b>	<b>14 700</b>	<b>1 255 114</b>

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# Public Transport Air-Taxi Operations

**Table 35**

	<b>April–June 1979</b>	
	<b>No. Flights</b>	<b>A/C Rev Hours</b>
Aerospatiale SA-330J Puma	4	1·2
Aerospatiale SA-341G Gazelle	1	4·0
Beagle 206	134	143·8
Beech 200 Super King Air	233	260·5
Beechcraft B55 Baron	23	16·9
Beechcraft B60 Duke	70	99·5
Beechcraft B80 Queen Air	61	76·6
Beechcraft B90 King Air	341	593·3
Bell 47G	158	23·8
Bell 206 Jet Ranger	3 175	2 063·8
Bell 212 Twin	10	5·9
Brantly B2B	17	11·9
Britten-Norman Islander	296	274·6
Britten-Norman Trislander	441	316·8
Cessna 150	12	10·2
Cessna 172 Skyhawk	114	103·2
Cessna 206 Skywagon	230	60·1
Cessna 310/320	591	466·5
Cessna 401/402/411/414/421	651	749·4
Cessna 404 Titan	376	449·6
Cessna 500 Citation	159	182·9
Dassault Mystere 20/Falcon 20	185	263·7
DH 104 Dove	24	31·0
DH 114 Heron	70	68·0
DHC 6 Twin-Otter	135	182·6
Ecureil	296	361·8
Embraer Bandeirante	2 872	3 210·4
Enstrom F28A/280	125	147·4
HS 125	2 470	2 980·8
Hughes 269A (300)	96	84·4
Hughes 369 (500)	80	57·6
Jetstream	38	62·3
MBB BO 105	143	48·9
Partenavia P68B Victor	295	294·1
Piper PA23 Aztec (and Apache)	6 784	6 804·6
Piper PA28 (and PA32) Cherokee	409	364·0
Piper PA30/39 Twin Comanche	278	309·1
Piper PA31 Navajo (all Series)	4 704	5 469·1
Piper PA34–200 Seneca	218	247·3
Sikorsky S61N	17	13·1
Ted Smith Aerostar 601P	45	72·4
Turbo Commander	22	93·0
<b>ALL OPERATORS TOTAL</b>	<b>26 403</b>	<b>27 181·2</b>

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

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

<b>Non-scheduled or charter services</b>	include all air transport flights other than scheduled services.
<b>Separate fare charters</b>	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
<b>Inclusive tour</b>	consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip.
<b>Advance booking charters</b>	Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales of seats to passengers have to be notified to the Civil Aviation Authority in accordance with Schedules 5, 5A, 6 or 7 to Series 1 of the Authority's Official Record.
<b>Sole-use charters</b>	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.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.

## CLASSES OF LICENCE

- Class 1** authorises scheduled service flights;
- Class 2** authorises advance booking charter flights;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises other charter flights for the carriage of passengers;
- Class 5** authorises substitute charter flights;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights (except exempted operations).

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

- Exempt operations** are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under 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.

Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

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

## Appendix B Measures and their Computation

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

<b>Aircraft accident</b>	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
<b>Aircraft days available</b>	The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.
<b>Aircraft departures</b>	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.
<b>Aircraft hours flown per day</b>	This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.
<b>Aircraft kilometres performed</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>Aircraft movements</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
<b>Baggage</b>	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
<b>Block-to-block/ chock-to-chock time</b>	The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.
<b>Capacity offered per aircraft hour</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
<b>Capacity offered per flight</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
<b>Cargo (or mail) tonne-kilometres performed</b>	A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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

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

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

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

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

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

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

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