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Civil Aviation Authority



CAA Monthly Statistics
(up to and including December 1979)

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ISSN 0306 3577

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Printed in England by D. Greenaway & Sons Ltd.,
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Foreword

1 CONTENT

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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—December 1979

Activity at UK Airports

1. Air Transport Movements

UK airports handled 65 000 air transport movements during December 1979 (6.0 per cent growth when compared with the same month in the previous year); of which 7.0 per cent were all-cargo movements. The number of scheduled movements rose by 5.9 per cent and the number of charter movements rose by 7.0 per cent. The UK operators share of scheduled movements rose marginally to stand at 75.7 per cent of the total whilst their share of charter movements rose by 2.0 percentage points to stand at 92.7 per cent of the total.

1.1 Air Transport Movements at London Area Airports

31 000 air transport movements were handled at the London area airports (5.2 per cent growth when compared with December 1978); of which 6.4 per cent were all-cargo movements. Gatwick and Heathrow each reported 725 additional movements (10.1 per cent growth and 3.6 per cent growth respectively). Luton reported 114 additional movements (8.5 per cent growth) and Stansted reported 75 additional movements (23.7 per cent growth). Southend reported 76 fewer air transport movements (8.3 per cent decline).

1.2 Air Transport Movements Outside the London Area

UK airports outside the London area handled 34 000 air transport movements (6.7 per cent growth when compared with December 1978); of which 7.5 per cent were all-cargo movements. Aberdeen reported the greatest increase in movements handled (494 additional movements; 10.8 per cent growth) followed by Edinburgh with 482 additional movements (32.2 per cent growth and Leeds/Bradford with 438 additional movements (84.1 per cent growth). Prestwick reported the heaviest fall in the number of movements handled (165 fewer movements; 26.2 per cent decline) followed by Glasgow with 138 fewer movements (4.2 per cent decline) and Manchester with 126 fewer movements (3.4 per cent decline).

2. Terminal Passengers

During December 1979, 3.6 million terminal passengers used UK airports (2.5 per cent growth when compared with the same month in the previous year). The number of scheduled passengers rose by 5.0 per cent and the number of charter passengers rose by 2.0 per cent. The UK operators' share of scheduled passengers rose by 1.5 percentage points to stand at 64.8 per cent of the total and their share of charter passengers rose by 1.2 percentage points to stand at 86.7 per cent of the total.

2.1 Terminal Passengers at London Area Airports

The London area airports handled 2.6 million terminal passengers (2.3 per cent growth when compared with December 1978). Only Heathrow and Stansted reported increases in the number of passengers handled (67 631 additional passengers; 3.6 per cent growth and 10 326 additional passengers; 61.4 per cent growth respectively). Luton reported the greatest fall in the number of passengers handled (12 933 fewer passengers; 10.4 per cent decline) followed by Gatwick with 4 455 fewer passengers (0.9 per cent decline) and Southend with 3 597 fewer passengers (30.8 per cent decline).

2.2 Terminal Passengers Outside the London Area

1.0 million passengers used airports outside the London Area (3.2 per cent growth when compared with December 1978). Belfast reported the greatest increase in passengers handled (16 546 additional passengers; 18.2 per cent growth) followed by Aberdeen with 11 792 additional passengers (13.2 per cent growth) and Leeds/Bradford with 10 528 additional passengers (77.0 per cent growth). Manchester reported the heaviest fall in passengers handled (8 561 fewer passengers; 4.2 per cent decline) followed by Glasgow with 6 880 fewer passengers (4.8 per cent decline) and Prestwick with 3 593 fewer passengers (18.9 per cent decline).

2.3 International and Domestic Passengers

International services carried 2.9 million passengers during December 1979 (0.8 per cent decline when compared with the same month in the previous year). The most heavily used International scheduled services were, once again, those to the USA (carrying 16.4 per cent of all international scheduled passengers) followed by those to France (carrying 8.7 per cent) and those to Germany (carrying 8.2 per cent). The most heavily used international charter services were those to Spain (carrying 26.8 per cent of all international charter passengers) followed by those to Italy (carrying 15.3 per cent) and those to the Canary Islands (carrying 8.8 per cent). Domestic services carried 1.0 million passengers (11.8 per cent growth when compared with December 1978). The London area services carried 15.2 per cent more passengers, Belfast services carried 9.3 per cent more and Edinburgh services carried 7.0 per cent more. Penzance services carried 14.5 per cent fewer passengers. Isle of Man services carried 9.8 per cent fewer, Glasgow and Channel Island services carried 2.8 fewer and 2.6 fewer respectively.

3. Cargo

UK airports handled 65 000 tonnes of cargo during December 1979 (3.3 per cent growth when compared with December 1978); of which 51.1 per cent was carried on all-cargo flights. The number of scheduled tonnes handled rose by 4.1 per cent and the number of charter tonnes handled rose marginally. The UK operators' share of scheduled tonnage rose marginally to stand at 40.9 per cent of the total and their share of charter tonnage rose by 4.5 percentage points to stand at 90.5 per cent of the total.

3.1 Cargo at London Area Airports

The London area airports handled 53 000 tonnes of cargo (3.0 per cent growth when compared with December 1978); of which 47.2 per cent was carried on all-cargo flights. Gatwick reported the greatest increase in tonnage handled (1 849 additional tonnes; 19.3 per cent growth) followed by Heathrow with 699 additional tonnes (1.8 per cent growth, Luton with 471 additional tonnes (88.0 per cent growth) and Southend with 162 additional tonnes (27.1 per cent growth) Stansted reported 1 634 fewer tonnes (71.4 per cent decline).

3.2 Cargo Outside the London Area

UK airports outside the London area handled 12 000 tonnes of cargo (4.9 per cent growth when compared with December 1978); of which 69.0 per cent was carried on all-cargo flights. Manchester reported the greatest increase in tonnage handled (247 additional tonnes; 10.5 per cent growth) followed by East Midlands with 170 additional tonnes (30.6 per cent growth)

and Sumburgh with 127 additional tonnes (85.2 per cent growth). Prestwick reported the heaviest fall in tonnage handled (119 fewer tonnes, 7.0 per cent decline) followed by Southampton with 91 fewer tonnes (25.9 per cent decline) and Belfast with 60 fewer tonnes (5.6 per cent decline).

Output of UK Airlines

The output of UK airlines for all services in December 1979 was 955 million available tonne-kilometres, a decrease of 1.3 per cent on December 1978.

The scheduled service output of 705 million available tonne-kilometres was 5.9 per cent more than year earlier. The overall load factor was 61.3 per cent, compared with 59.4 the previous year. Seat kilometres used were 60.9 per cent of those available. Seat factors on domestic and international scheduled services were 56.8 and 61.2 per cent respectively compared with 59.7 and 61.2 per cent a year earlier. The non-scheduled output of 250 million available tonne-kilometres was 16.7 per cent less than in December 1978. Advance Booking Charters and Inclusive Tour Charters on Class 3 licences accounted for 1.4 and 85.9 million available tonne-kilometres respectively compared with 6.2 and 75.7 million a year earlier.

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

Size and Structure of UK Airports and Airlines

Year ended December 1979

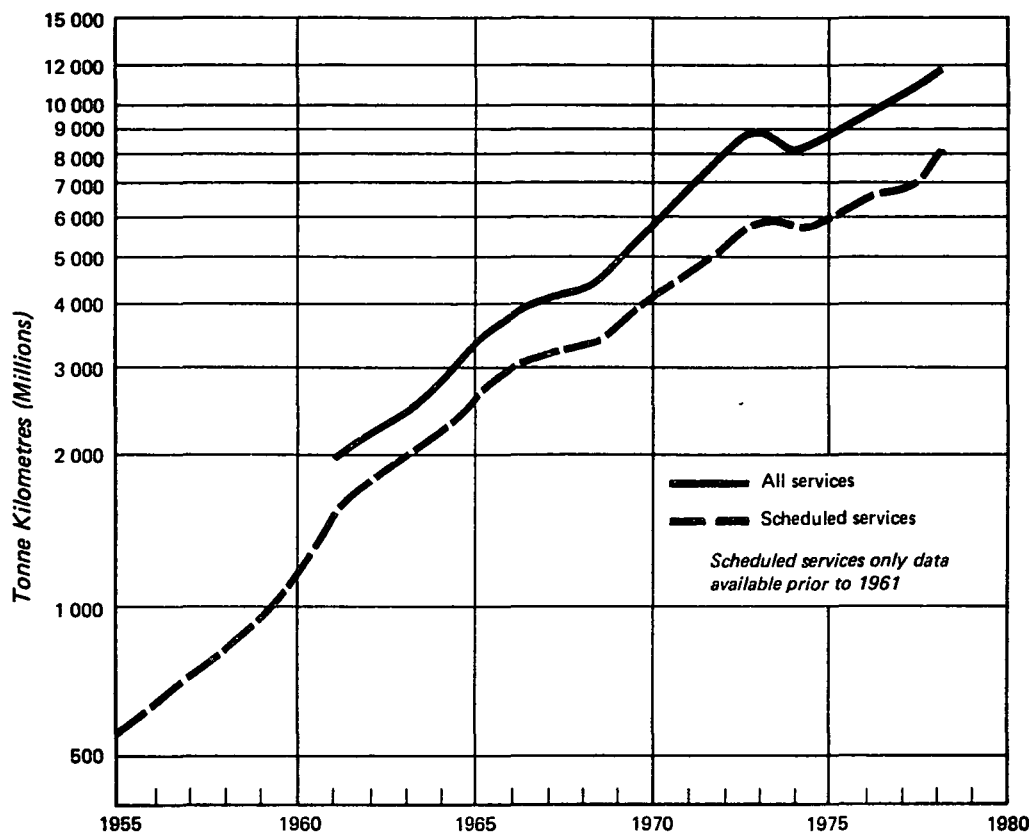
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	27 979	49.42	100	100.00
Gatwick	8 695	15.36	98	50.58
Manchester	3 463	6.12	95	35.22
Glasgow	2 358	4.17	93	29.11
Luton	2 207	3.90	91	24.94
Birmingham	1 562	2.76	88	21.04
Belfast	1 411	2.49	86	18.28
Aberdeen	1 285	2.27	84	15.79
Edinburgh	1 244	2.20	81	13.52
Newcastle	854	1.51	79	11.32
Liverpool	599	1.06	77	9.81
East Midlands	594	1.05	74	8.76
Prestwick	420	0.74	72	7.71
Leeds/Bradford	388	0.69	70	6.97
Isle of Man	377	0.67	67	6.28
Stansted	347	0.61	65	5.61
Southampton	330	0.58	63	5.00
Teesside	279	0.49	60	4.42
Cardiff	254	0.45	58	3.92
Sumburgh	243	0.43	56	3.48
Bristol	238	0.42	53	3.05
Other 22 Airports	1 486	2.63	51	2.63
Sumburgh March – September 1979 Inclusive not included in above figures.				

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t – km of UK airlines this size and smaller
British Airways	7 639	60.01	100	100.00
British Caledonian Airways	995	7.82	98	39.99
Laker Airways	752	5.91	95	32.17
Britannia Airways	541	4.25	93	26.26
British Cargo Airlines	485	3.81	90	22.01
Dan Air Services	462	3.63	88	18.20
British Midland Airways	314	2.47	85	14.57
Tradewinds Airways	279	2.19	83	12.11
British Airtours	266	2.09	80	9.91
Monarch Airlines	239	1.88	78	7.82
Transmeridian Air Cargo	211	1.66	76	5.95
Scimitar Airlines	96	0.75	73	4.29
Pelican Air Transport	94	0.74	71	3.50
British Island Airways	70	0.55	68	2.80
Air Europe	63	0.49	66	2.25
Air Transcontinental	57	0.45	63	1.75
Air Anglia	47	0.37	61	1.30
Redcoat Air Cargo	28	0.22	59	0.93
Air Bridge Carriers	22	0.17	56	0.71
British Airways Helicopters	12	0.09	54	0.54
Invicta International	11	0.09	51	0.45
Bristow Helicopters	11	0.09	49	0.36
Others (19 airlines)	35	0.27	46	0.27

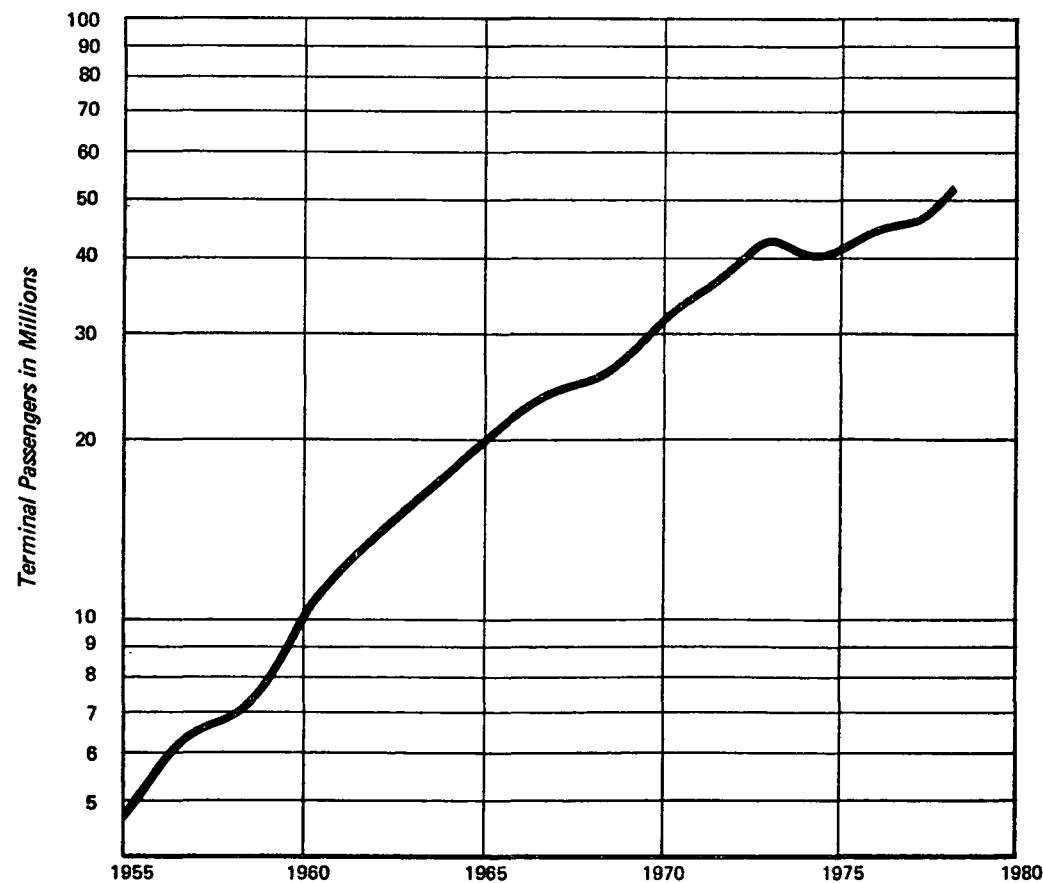
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1979

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 283	5 745	2 538
1975	1 911	701	41 846	8 927	5 984	2 943
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	2 029	862	52 829	11 970	8 095	3 875
1979	2 170	903	56 615			
Year ended						
December 1978	2 029	862	52 829	11 970	8 095	3 875
December 1979	2 170	903	56 615	12 749	8 841	3 902
Latest year's growth (percentages)						
	6.9	4.8	7.2	6.5	9.2	0.9
Mean rates of growth (percentages) to 1979						
20 years	6.2	3.9	8.9	..	10.1	..
10 years	3.5	4.0	5.7	7.8	7.7	8.0
5 years	3.3	6.8	8.0	9.6	10.4	8.1

NOTE: With effect from March 1979 – September 1979 inclusive, Sumburgh not included in these figures.

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)
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	862.5	52 829.5	479.1	25 328.2	203.8	10 539.0	150.7	14 284.3	28.8	2 678.1
1979	902.8	56 615.1	517.2	27 737.9	200.2	10 905.9	155.8	15 113.0	29.6	2 858.3
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	225.1	13 651.2	124.8	6 532.7	54.5	2 817.4	38.3	3 599.6	7.6	701.5
3rd quarter	253.6	17 585.5	138.3	7 816.2	60.7	3 800.7	43.1	4 707.6	11.5	1 261.0
4th quarter	206.0	11 924.3	115.7	5 990.8	48.0	2 157.3	36.5	3 329.2	5.8	447.0
1979 1st quarter	186.2	10 137.4	107.6	5 214.1	41.1	1 873.2	33.2	2 783.6	4.2	266.5
2nd quarter	236.3	15 093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
3rd quarter	262.5	18 892.2	148.6	8 658.7	57.5	3 924.8	44.7	4 979.0	11.8	1 329.7
4th quarter	217.8	12 492.0	123.5	6 477.0	51.2	2 170.1	37.8	3 407.3	5.3	437.6
1978 July	85.9	6 029.3	46.8	2 678.8	20.4	1 255.7	14.5	1 621.1	4.2	473.6
August	85.7	5 918.3	46.9	2 598.5	20.3	1 312.0	14.7	1 579.8	3.8	428.0
September	82.0	5 637.9	44.6	2 538.9	20.0	1 233.0	13.9	1 506.7	3.4	359.4
October	76.8	4 775.3	42.1	2 295.1	18.4	939.5	13.5	1 299.7	2.8	241.0
November	67.6	3 662.7	38.9	1 927.2	15.5	624.3	11.6	1 006.2	1.6	105.0
December	61.7	3 486.3	34.7	1 768.6	14.1	593.4	11.4	1 023.3	1.5	101.0
1979 July	89.7	6 361.7	50.6	2 921.4	19.7	1 274.5	15.2	1 692.6	4.3	473.1
August	89.4	6 483.7	51.2	2 978.8	19.2	1 353.2	15.1	1 695.1	3.9	456.5
September	83.4	6 047.0	46.9	2 758.4	18.7	1 297.1	14.3	1 592.2	3.6	399.3
October	83.0	5 184.4	46.8	2 555.5	19.3	992.1	14.1	1 380.1	2.8	256.6
November	69.3	3 732.8	39.8	2 020.6	16.4	620.5	11.9	1 996.0	1.2	95.7
December	65.4	3 574.9	36.9	1 901.0	15.5	557.4	11.8	1 031.2	1.2	85.3

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

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1979	2 169.6	968.7	902.8	83.8	1 182.9	921.4	144.0	117.5
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	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.9	172.6	34.3	24.0
1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
3rd quarter	662.8	288.2	262.5	25.7	374.6	307.3	37.9	29.4
4th quarter	500.4	236.7	217.8	18.9	263.7	200.2	34.2	29.3
1978 July	198.6	93.6	85.9	7.7	105.0	83.0	14.8	7.2
August	208.2	94.5	85.7	8.7	113.8	87.9	18.1	7.8
September	189.3	89.9	82.0	7.9	99.4	74.8	14.0	10.6
October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
December	119.8	67.6	61.7	5.9	52.2	38.3	7.5	6.4
1979 July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4
August	222.0	98.5	89.4	9.1	123.5	101.7	13.0	8.8
September	205.6	91.3	83.4	7.8	114.3	94.7	10.4	9.2
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4
December	144.9	70.8	65.4	5.3	74.2	56.2	10.1	7.9

NOTE: With effect from March 1979-September 1979 inclusive Sumburgh not included in these figures,

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1978	410.5	16.3	24.3	46.7	131.9	67.2	95.9	8.5	27.9	33.3	95.9
1979	433.8	17.0	26.4	47.9	144.8	48.3	105.8	9.9	29.6	36.4	95.8
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	17.0	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	17.7	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	17.0	23.1	2.0	5.6	7.5	19.9
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	12.7	20.8	2.0	4.6	6.9	15.2
2nd quarter	116.6	4.6	7.1	13.0	36.8	8.7	28.1	2.8	9.2	9.5	27.4
3rd quarter	127.3	5.4	7.7	14.1	41.6	9.3	31.9	3.2	10.2	11.9	33.3
4th quarter	102.0	4.0	6.4	11.1	36.0	17.6	25.0	1.9	5.6	8.1	19.9
1978 July	41.4	1.7	2.4	4.7	12.3	5.9	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	6.0	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	5.8	9.4	0.9	3.1	3.4	10.4
October	36.5	1.3	2.2	4.1	11.9	6.0	8.7	0.8	2.5	2.7	8.9
November	31.0	1.1	1.9	3.8	11.2	6.1	7.7	0.7	1.7	2.4	5.8
December	30.0	1.1	1.6	3.0	10.0	4.9	6.7	0.5	1.4	2.4	5.2
1979 July	43.7	1.8	2.6	4.9	14.1	2.9	11.1	1.1	3.4	4.1	10.5
August	43.0	2.0	2.5	4.7	14.2	3.4	11.0	1.1	3.5	4.1	11.4
September	40.6	1.7	2.6	4.5	13.3	3.0	9.8	1.0	3.3	3.7	11.4
October	38.6	1.6	2.5	4.1	13.4	6.3	10.0	0.8	2.7	3.1	8.7
November	31.8	1.2	2.0	3.8	12.0	6.0	7.8	0.6	1.5	2.5	5.8
December	31.6	1.2	1.8	3.2	10.7	5.3	7.2	0.5	1.4	2.5	5.3

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

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	Southampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
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	1 041.9	5 117.0	235.5	663.2	1 522.1	1 990.8
1979	39 416.8	396.6	803.6	1 572.2	5 307.2	647.5	5 739.7	261.0	682.0	1 788.6	2 100.7
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	268.4	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	280.6	1 806.1	86.9	260.3	547.3	780.1
4th quarter	8 332.0	81.3	171.0	307.1	1 135.6	260.8	1 145.5	48.8	122.5	319.7	389.3
1979 1st quarter	7 181.7	55.8	128.1	255.2	998.3	163.8	933.4	52.4	79.2	289.5	226.4
2nd quarter	10 495.6	115.6	229.3	436.3	1 406.8	1 106.1	1 549.4	66.7	218.8	468.9	629.7
3rd quarter	13 047.4	140.4	280.1	543.7	1 703.1	1 118.8	2 038.7	94.9	269.0	656.0	848.2
4th quarter	8 692.2	84.8	166.1	336.9	1 199.0	258.8	1 218.2	47.0	115.0	374.2	396.3
1978 July	4 194.0	41.1	87.0	160.5	544.0	96.3	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	95.5	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	88.8	594.7	27.8	86.2	163.2	248.1
October	3 298.8	35.3	80.1	126.4	445.0	94.0	488.8	22.9	67.0	116.9	202.2
November	2 527.9	24.8	50.3	103.0	370.1	91.2	355.4	13.7	31.5	94.9	101.5
December	2 505.3	21.2	40.6	77.7	3 20.5	75.6	301.3	12.2	24.0	107.9	85.6
1979 July	4 377.7	43.9	92.0	181.0	598.4	39.4	686.8	29.1	83.0	230.4	269.7
August	4 473.7	51.8	90.8	181.8	565.9	43.3	710.8	34.1	96.5	235.0	295.9
September	4 196.1	44.8	97.3	181.0	538.8	36.1	641.1	31.7	89.5	190.7	282.7
October	3 565.1	38.9	79.3	139.9	481.8	96.5	552.4	25.2	66.3	139.0	207.7
November	2 564.6	24.9	48.9	108.3	386.6	85.7	361.7	12.8	27.7	111.6	102.2
December	2 562.4	21.0	37.9	88.8	330.7	76.6	304.1	8.9	21.0	123.6	86.4

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

Cargo Uplifted and Set Down by Airports

Table 7
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1978	611.7	6.8	7.7	2.0	43.2	3.9	46.0	0.2	10.6	16.2	18.7
1979	646.7	6.6	10.6	3.5	46.4	3.1	50.9	0.3	11.1	16.2	17.5
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.9	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	1.0	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	1.0	12.4	0.1	2.6	4.1	4.2
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	1.0	13.3	0.1	2.7	4.2	3.9
2nd quarter	161.8	1.6	2.3	0.6	11.6	0.4	12.6	0.1	3.3	4.0	4.9
3rd quarter	154.8	1.6	2.3	0.5	11.1	0.4	11.8	0.1	2.9	4.0	4.8
4th quarter	163.9	1.9	3.0	0.5	11.5	1.3	13.2	0.1	2.3	4.0	3.9
1978 July	51.8	0.5	0.6	0.1	3.3	0.3	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.3	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.3	4.2	—	0.8	1.4	1.5
October	54.8	0.9	0.9	0.3	4.0	0.3	4.6	—	0.9	1.4	1.5
November	53.1	0.7	0.8	0.3	4.1	0.4	4.1	—	0.9	1.4	1.5
December	51.7	0.7	0.8	0.1	3.6	0.3	3.7	—	0.9	1.3	1.3
July	54.0	0.5	0.7	0.1	3.7	0.1	4.1	—	1.2	1.3	1.8
August	47.4	0.5	0.7	0.1	3.6	0.1	3.9	—	0.9	1.3	1.6
September	53.4	0.7	0.8	0.2	3.8	0.2	3.8	—	0.8	1.3	1.4
October	56.8	0.6	1.0	0.2	4.1	0.4	4.7	—	0.8	1.4	1.4
November	53.8	0.6	1.1	0.2	3.7	0.4	4.5	—	0.7	1.4	1.3
December	53.3	0.7	1.0	0.1	3.7	0.4	4.0	—	0.7	1.2	1.2

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

Scheduled Services by UK Airlines

Table 8.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Cargo (000 000)	Passengers (000 000)				
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
1979	8 841.3	5 549.8	178.7	1 070.2	4 300.7	62.8	71 591.1	47 084.7	65.8
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	11 938.7	64.8
3rd quarter	2 523.5	1 715.4	43.5	287.3	1 384.6	68.0	20 537.6	15 183.4	73.9
4th quarter	2 192.2	1 353.8	51.2	284.0	1 018.7	61.8	17 852.1	11 129.3	62.3
1978 July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979 July	840.6	564.7	14.1	95.4	455.2	67.3	6 839.7	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
September	815.7	559.7	14.5	99.7	445.5	68.6	6 640.2	4 882.0	73.5
October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5
December	705.0	431.9	19.1	90.7	322.1	61.3	5 764.7	3 511.4	60.9

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
1979	416.3	248.7	3.4	10.4	235.5	59.7	4 366.7	2 764.0	63.3
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	42.8	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.5	77.6	0.9	2.7	74.3	64.3	1 266.7	867.7	68.5
4th quarter	101.4	57.5	0.9	2.2	54.5	56.7	1 070.7	643.5	60.1
1978 July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
November	30.5	17.2	0.3	1.0	15.9	56.5	314.8	188.8	60.0
December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.5
September	37.9	24.7	0.3	0.9	23.6	65.1	399.8	275.4	68.9
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0
December	30.6	16.5	0.3	0.6	15.6	53.8	325.1	184.7	56.8

Scheduled Services by UK Airlines

Table 8.3

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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	4 651.3	170.3	977.2	3 503.8	60.3	60 234.9	37 996.9	63.1
1979	8 424.9	5 301.2	175.5	1 060.1	4 065.8	62.9	67 223.9	44 321.0	65.9
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	13 923.0	8 328.1	59.8
2nd quarter	2 160.6	1 341.4	42.8	272.4	1 026.2	62.1	17 249.1	11 191.2	64.9
3rd quarter	2 403.0	1 637.8	42.8	284.6	1 310.6	68.2	19 270.8	14 315.8	74.3
4th quarter	2 090.8	1 296.3	50.3	281.9	964.2	62.0	16 781.4	10 485.9	62.5
1978 July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.2	61.9
November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979 July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.3	4 688.1	73.3
August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
September	777.8	535.0	14.3	98.8	422.9	68.8	6 240.4	4 606.6	73.8
October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7
December	674.4	415.4	18.8	90.1	306.5	61.6	5 439.6	3 326.8	61.2

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

	Total		(a)		(b)			
	Tonne-km available (000 000)	Percentage of all UK services	Inclusive Tours Tonne-km available (000 000)	Percentage of all UK services	Other separate fare and advance booking charters Tonne-km available (000 000)	Percentage of all UK services	Other charters Tonne-km available (000 000)	Percentage of all UK services
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.2	5.1	2 025.1	16.9
1979	3 907.9	30.7	1 546.2	12.1	352.3	2.8	2 009.4	15.8
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	777.6	29.5	244.1	9.3	51.2	1.9	482.4	18.3
2nd quarter	1 053.9	31.7	429.9	12.9	94.4	2.8	529.6	15.9
3rd quarter	1 187.0	32.0	543.6	14.7	153.6	4.1	489.8	13.2
4th quarter	889.4	28.9	328.6	10.7	53.1	1.7	507.6	16.5
1978 July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
October	328.1	31.8	111.1	10.8	38.6	3.7	178.5	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	204.1	21.1
1979 July	414.6	33.0	184.9	14.7	57.0	4.5	172.7	13.8
August	395.0	31.3	186.6	14.8	49.2	3.9	159.2	12.6
September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9
December	250.4	26.2	85.9	9.0	9.9	1.0	154.6	16.2

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

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

Non-scheduled Services by UK Airlines

Table 9.2

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1979	17 630.7	14 919.8	84.6	8 743.1	80 433	130 782	1 626	1 706
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	1 445.2	13 729	21 508	1 567	1 670
2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 587	36 267	1 606	1 674
3rd quarter	6 160.3	5 486.0	89.1	3 241.3	28 045	45 225	1 613	1 693
4th quarter	3 730.3	3 009.3	80.7	1 660.6	16 072	27 782	1 729	1 812
1978 July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
November	1 036.6	910.5	87.8	500.5	4 579	7 937	1 733	1 819
December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979 July	2 049.4	1 747.4	85.3	1 031.5	9 245	15 010	1 624	1 694
August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
September	1 951.3	1 806.0	92.5	1 072.5	9 079	14 507	1 598	1 684
October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900
December	976.4	692.9	71.0	393.8	4 326	7 318	1 692	1 760

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 uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1970		4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971		6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972		6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973		6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974		5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975		5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976		6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977		8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978		6 312.2	5 068.3	80.3	1 534.8	15 143	33 210	2 193	3 302
1979		3 732.5	2 871.9	76.9	1 068.5	10 935	20 787	1 901	2 688
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	3 630	2 036	2 749
	2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 613
	3rd quarter	1 593.5	1 277.3	80.2	468.0	4 148	7 925	1 910	2 729
	4th quarter	569.0	386.2	67.9	146.1	1 581	3 141	1 987	2 643
1978	July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
	August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
	September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
	October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
	November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
	December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979	July	583.6	462.5	79.2	166.9	1 589	3 014	1 897	2 771
	August	515.4	421.8	81.8	163.0	1 384	2 527	1 826	2 588
	September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
	October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
	November	73.2	55.6	75.9	29.4	349	579	1 659	1 891
	December	111.1	81.1	73.0	38.6	439	794	1 809	2 101

UK Passenger Movement by Air^(a) for December 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)
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	1 689	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	6 493	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
1979		27 610	867	626	3 102	3 079	1 562	2 550	1 728	1 959	633	541	591	534	5 650	500	1 413
1978	1st quarter	4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
	2nd quarter	6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
	3rd quarter	8 850	229	188	881	858	526	847	655	562	166	168	167	169	2 173	158	401
	4th quarter	5 653	219	144	688	673	206	413	415	472	128	120	106	80	1 155	116	312
	December	1 605	65	44	196	210	39	142	147	140	39	38	26	29	249	35	101
1979	1st quarter	4 752	187	119	636	624	110	475	337	391	119	106	81	73	808	87	311
	2nd quarter	7 526	234	173	872	841	462	694	392	537	133	151	164	137	1 591	141	376
	3rd quarter	9 591	230	195	958	913	725	946	600	550	188	166	213	231	2 200	162	412
	4th quarter	5 741	217	139	636	701	265	435	399	481	173	118	133	93	1 053	110	315
	December	1 562	59	41	177	211	42	147	136	138	55	39	30	32	208	34	104
		REST OF WORLD															
		Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
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	338	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
1979		508	1 767	11 558	618	1 637	353	67	240	608	553	257	371	133	5 388	366	967
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
	December	12	92	764	40	78	28	7	20	51	55	18	36	11	318	29	75
1979	1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
	2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213
	3rd quarter	233	669	3 954	160	780	105	23	76	185	137	75	103	43	1 888	111	262
	4th quarter	81	391	2 565	163	238	93	14	57	150	147	61	91	32	1 185	94	240
	December	10	98	780	57	69	30	6	21	49	56	15	35	11	327	36	68

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

Aircraft Movements December 1979

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-Commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	9 632	7 938	2	614	1	97	14	—	912	—	54
+ Heathrow	22 527	20 814	—	5	—	23	308	—	1 310	9	58
+ Luton	3 293	1 456	—	417	9	145	23	459	775	—	9
+ Southend	3 877	843	—	9	—	224	—	1 773	991	37	—
+ Stansted	2 274	392	—	91	—	958	20	14	755	44	—
Total (London Area)	41 603	31 443	2	1 136	10	1 447	365	2 246	4 743	90	121
Westland Heliport (Battersea)	474	154	16	152	—	—	—	—	98	—	54
Other UK Airports											
+ Aberdeen	7 850	5 071	3	681	—	984	16	1 074	5	—	16
+ Belfast	5 365	1 937	85	89	28	—	—	889	246	—	2 091
Benbecula	241	174	—	—	24	—	26	—	5	—	12
+ Birmingham	4 972	2 020	—	70	4	83	35	1 766	924	54	16
+ Blackpool	5 440	333	—	91	—	158	5	4 181	660	—	12
+ Bournemouth	4 671	458	8	57	—	490	—	2 350	654	1	653
+ Bristol	1 905	384	—	25	—	6	—	970	512	—	8
+ Cambridge	1 813	86	—	21	—	40	2	670	210	—	784
+ Cardiff	2 186	462	—	34	—	397	—	985	292	6	10
+ Coventry	3 507	43	2	36	—	469	—	2 423	532	—	2
+ East Midlands	3 290	845	—	169	23	288	53	1 133	772	—	7
+ Edinburgh	5 405	1 977	—	33	—	138	95	1 329	507	—	1 326
+ Exeter	2 278	324	—	14	66	40	4	1 110	450	32	238
+ Glasgow	6 137	3 166	1	177	70	138	174	—	1 825	2	584
Gloucester/Cheltenham	3 057	24	—	—	84	850	—	1 621	458	—	20
Hawarden	1 517	—	—	—	—	98	—	1 260	145	—	14
Humberside	1 599	306	—	81	1	91	19	989	112	—	—
Inverness	1 717	479	—	25	190	380	—	601	34	—	8
Islay	145	130	—	3	3	—	—	—	9	—	—
+ Isle of Man	2 228	597	—	25	151	841	—	500	84	—	30
Isles of Scilly	130	104	—	—	6	—	—	—	20	—	—
+ Kirkwall	1 009	805	—	54	15	4	3	107	21	—	—
+ Leeds/Bradford	3 434	959	—	14	31	102	43	1 578	697	2	8
+ Liverpool	5 889	1 264	—	143	4	734	—	1 900	1 810	—	34
+ Lydd	1 936	225	2	97	96	44	—	1 071	349	4	48
+ Manchester	5 174	3 560	2	148	6	8	263	601	575	—	11
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 271	1 146	10	64	4	58	2	399	576	—	12
+ Norwich	2 404	844	—	56	88	960	34	—	420	—	2
Penzance Heliport	132	104	—	—	4	2	—	—	22	—	—
+ Prestwick	2 749	464	—	4	—	745	20	1 043	166	—	307
+ Southampton	3 503	964	—	51	31	231	21	1 698	495	2	10
Stornoway	405	325	—	41	—	—	5	6	12	2	14
+ Sumburgh	3 578	2 848	—	434	130	150	—	10	3	—	3
Swansea	1 202	40	—	26	4	—	—	884	248	—	—
+ Tees-side	3 121	805	—	71	18	143	17	1 667	392	—	8
Tiree	76	75	—	1	—	—	—	—	—	—	—
Wick	518	467	—	2	—	14	17	8	—	—	10
Total (Incl. London Area)	144 931	65 412	131	4 125	1 091	10 133	1 219	37 069	19 083	195	6 473
Channel Islands Airports											
Alderney	478	478	..	..	..	..	..	..	..	..	..
Guernsey	2 008	2 008	..	..	..	..	..	..	..	..	..
Jersey	3 447	2 841	..	..	..	..	..	..	585	..	21
Total (Channel Islands Airports)	5 933	5 327	..	..	..	..	..	..	585	..	21

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

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	7 938	316	4 136	494	202	2 337	453
+ Heathrow	20 814	9 643	1 397	9 764	—	5	5
+ Luton	1 456	—	—	4	6	1 323	123
+ Southend	843	—	471	—	—	365	7
+ Stansted	392	1	34	—	—	150	207
TOTAL (London Area)	31 443	9 960	6 038	10 262	208	4 180	795
Westland Heliport (Battersea)	154	—	—	—	4	150	—
Other UK Airports							
+ Aberdeen	5 071	808	480	—	715	3 030	38
+ Belfast	1 937	1 065	609	23	—	203	37
Benbecula	174	46	128	—	—	—	—
+ Birmingham	2 020	916	617	144	—	316	27
+ Blackpool	333	—	211	—	—	122	—
+ Bournemouth	458	—	381	—	1	74	2
Bristol	384	126	124	46	—	78	10
+ Cambridge	86	—	16	—	—	27	43
+ Cardiff	462	120	293	—	—	49	—
+ Coventry	43	—	—	—	—	41	2
+ East Midlands	845	—	491	—	—	348	6
+ Edinburgh	1 977	663	1 079	36	—	186	13
+ Exeter	324	—	319	—	—	5	—
+ Glasgow	3 166	1 265	950	291	—	628	32
Gloucester/Cheltenham	24	—	6	—	—	18	—
Hawarden	—	—	—	—	—	—	—
Humberside	306	—	245	—	—	57	4
Inverness	479	282	176	—	—	21	—
Islay	130	—	112	—	—	18	—
+ Isle of Man	597	155	442	—	—	—	—
Isles of Scilly	104	104	—	—	—	—	—
+ Kirkwall	805	227	427	—	13	137	1
+ Leeds/Bradford	959	289	551	—	—	115	4
+ Liverpool	1 264	—	624	89	—	548	3
+ Lydd	225	—	223	—	—	2	—
+ Manchester	3 560	1 547	364	794	—	821	34
Manston	..	..	..	..	..	..	..
+ Newcastle	1 146	280	629	—	—	221	16
Norwich	844	—	675	—	—	152	17
Penzance Heliport	104	104	—	—	—	—	—
+ Prestwick	464	226	43	160	—	9	26
+ Southampton	964	99	738	—	—	117	10
Stornoway	325	97	113	4	—	109	2
+ Sumburgh	2 848	208	121	—	813	1 634	71
Swansea	40	—	—	—	—	39	1
+ Tees-side	805	—	573	—	—	215	17
Tiree	75	—	73	—	—	2	—
Wick	467	—	428	—	—	35	4
TOTAL (Incl. London Area)	65 412	18 588	18 299	11 849	1 754	13 707	1 215
Channel Island Airports							
Alderney	478	—	418	—	—	60	—
Guernsey	2 008	168	1 708	54	—	70	8
Jersey	2 841	490	2 108	—	—	225	18
TOTAL (Channel Islands Airports)	5 327	658	4 234	54	—	355	26

Air Transport Movements December 1979

Table 13

Comparison with a Year Earlier

	International						Domestic						1979 Total			1978 Total			Percentage Change		
	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	2 570	87	—	2 554	270	—	2 099	190	37	131	—	—	7 260	678	—	6 700	513	—	8.4	32.2	—
+ Heathrow	14 926	1 071	—	1	9	—	4 806	1	—	—	—	—	19 733	1 081	—	18 851	1 238	—	4.7	-12.7	—
+ Luton	2	2	—	1 151	144	—	—	—	96	61	—	—	1 249	207	—	1 302	40	—	-4.1	417.5	—
+ Southend (D)	420	—	—	175	—	—	51	—	197	—	—	—	843	—	—	919	—	—	-8.3	—	—
+ Stansted	2	—	—	274	31	—	33	—	40	12	—	—	349	43	—	213	104	—	63.8	-58.7	—
TOTAL (London Area)	17 920	1 160	—	4 155	454	—	6 989	191	370	204	—	—	29 434	2 009	—	27 985	1 895	—	5.2	6.0	—
Westland Heliport (Battersea) (D)	—	—	—	—	—	—	—	—	154	—	—	—	154	—	—	94	—	—	63.8	—	—
Other UK Airports																					
+ Aberdeen	260	—	—	1 857	40	—	1 028	—	1 850	36	—	—	4 995	76	—	4 484	93	—	11.4	-18.3	—
+ Belfast	23	—	—	35	2	—	1 548	126	73	130	—	—	1 679	258	—	1 516	249	—	10.8	3.6	—
+ Benbecula	—	—	—	—	—	—	173	1	—	—	—	—	173	1	—	196	—	—	-11.7	—	—
+ Birmingham	582	—	—	270	—	—	1 094	1	73	—	—	—	2 019	1	—	1 759	1	—	14.8	—	—
+ Blackpool	27	—	—	2	—	—	142	42	24	96	—	—	195	138	—	201	122	—	-3.0	13.1	—
+ Bournemouth	—	—	—	7	3	—	186	195	55	12	—	—	248	210	—	244	213	—	1.6	-1.4	—
+ Bristol	157	—	—	44	—	—	139	—	7	37	—	—	347	37	—	348	2	—	-0.3	1 750.0	—
+ Cambridge	—	—	—	59	—	—	16	—	11	—	—	—	86	—	—	69	—	—	24.6	—	—
+ Cardiff	141	—	—	39	1	—	272	—	9	—	—	—	461	1	—	485	—	—	-4.9	—	—
+ Coventry	—	—	—	23	2	—	—	—	18	—	—	—	41	2	—	42	—	—	-2.4	—	—
+ East Midlands	185	17	—	110	49	—	289	—	70	125	—	—	654	191	—	627	72	—	4.3	165.3	—
+ Edinburgh	259	—	—	52	—	—	1 478	41	74	73	—	—	1 863	114	—	1 451	44	—	28.4	159.1	—
+ Exeter	29	—	—	1	3	—	289	1	1	—	—	—	320	4	—	323	1	—	-0.9	300.0	—
+ Glasgow	404	96	—	176	2	—	2 003	3	379	103	—	—	2 962	204	—	3 129	175	—	-5.3	16.6	—
+ Gloucester/Cheltenham (D)	—	—	—	—	—	—	6	—	18	—	—	—	24	—	—	36	—	—	-33.3	—	—
+ Hawarden (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	49	—	—	—	—	—
+ Humberside	33	—	—	18	—	—	212	—	43	—	—	—	306	—	—	397	—	—	-22.9	—	—
+ Inverness	—	—	—	—	—	—	458	—	21	—	—	—	479	—	—	530	—	—	-9.6	—	—
+ Islay	—	—	—	—	—	—	112	—	18	—	—	—	130	—	—	120	—	—	8.3	—	—
+ Isle of Man	28	—	—	—	—	—	542	27	—	—	—	—	570	27	—	588	31	—	-3.1	-12.9	—
+ Isles of Scilly (D)	—	—	—	—	—	—	104	—	—	—	—	—	104	—	—	108	—	—	-3.7	-0.1	—
+ Kirkwall	—	—	—	5	—	—	654	—	146	—	—	—	805	—	—	806	3	—	-0.1	—	—
+ Leeds/Bradford	223	—	—	65	—	—	616	1	53	1	—	—	957	2	—	521	—	—	83.7	—	—
+ Liverpool	142	27	—	26	4	—	543	1	82	439	—	—	793	471	—	728	123	—	8.9	282.9	—
+ Lydd	75	148	—	—	—	—	—	—	2	—	—	—	77	148	—	140	160	—	-45.0	-7.5	—
+ Manchester	1 103	288	—	780	10	—	1 308	6	65	—	—	—	3 256	304	—	3 373	313	—	-3.5	-2.9	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	245	—	—	134	1	—	634	30	99	3	—	—	1 112	34	—	1 150	4	—	-3.3	750.0	—
+ Norwich	215	1	—	42	1	—	459	—	65	61	—	—	781	63	—	842	3	—	-7.2	2 000.0	—
+ Penzance Heliport (D)	—	—	—	—	—	—	104	—	—	—	—	—	104	—	—	160	—	—	-35.0	—	—
+ Prestwick	163	72	—	31	—	—	148	46	4	—	—	—	346	118	—	474	155	—	-27.0	-23.9	—
+ Southampton	242	1	—	34	19	—	591	3	74	—	—	—	941	23	—	774	30	—	21.6	-23.3	—
+ Stornoway	4	—	—	1	—	—	208	2	106	4	—	—	319	6	—	298	1	—	7.0	500.0	—
+ Sumburgh	—	—	—	1 513	79	—	329	1	901	25	—	—	2 743	105	—	2 513	5	—	9.2	2 000.0	—
+ Swansea	—	—	—	3	—	—	—	—	37	—	—	—	40	—	—	58	—	—	-31.0	—	—
+ Tees-side	48	—	—	72	2	—	525	—	158	—	—	—	803	2	—	912	2	—	-12.0	—	—
+ Tiree	—	—	—	—	—	—	73	—	2	—	—	—	75	—	—	104	—	—	-27.9	—	—
+ Wick	—	—	—	3	—	—	423	5	36	—	—	—	462	5	—	371	2	—	24.5	150.0	—
TOTAL (Incl. London Area)	22 508	1 810	—	9 557	672	—	23 695	723	5 098	1 349	—	—	60 858	4 554	—	58 005	3 699	—	4.9	23.1	—
Channel Islands Airports																					
+ Alderney	—	—	—	—	—	—	—	—	—	—	—	—	478	—	—	477	—	—	0.2	—	—
+ Guernsey	—	—	—	—	—	—	—	—	—	—	—	—	2 008	—	—	1 991	—	—	0.9	—	—
+ Jersey	—	—	—	—	—	—	—	—	—	—	—	—	2 841	—	—	2 769	—	—	2.6	—	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	—	—	—	—	5 327	—	—	5 237	—	—	1.7	—	—

(D) No breakdown given between passengers and cargo aircraft for these airports: all movements are allocated to passengers aircraft.

Air Transport Landings Diverted from/to UK Reporting Airports

December 1979

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															Table
		Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	18						1He			1He	1He							1Bi										4He 5St 1Ma 1Lu 1Sh 1Bi 1Ga	1Pr				
Heathrow	30				1Ne															1Pr					1Pr 9Ga			1Ga 3St 4Ma 10Bi					
Luton	2																				1St						1Ga						
Stansted	3			1Lu				1Lu																			1Bi				1Ed	1Ed	
Aberdeen	3								1GI																								
Belfast	5														1Im							1GI 1Ma 2Im											
Benbecula	1				1GI																												
Birmingham	1															1He																	
Blackpool	2																									2Ma							
Cardiff	2						1Br																										
East Midlands	1																	1Lu		1Lu													
Edinburgh	1																													1GI			
Exeter	1													1Sh																			
Glasgow	60				1Pr											23Pr 13Ed 1Bi 1Ti		1Pr				1Bi			11Pr 8Ed								
Humberside	4				1Ne			1Em 1Lb																	1Te								
Leeds	20												6Ma 2Em		2Ma 1Em			1Ma 2Em						1Em 3Ma		1Lu					1Ma		
Manchester	10			4Li	2Li	2Li	1Li																										
Newcastle	1								1Te																								
Norwich	1							1St																									
Prestwick	2				1GI																												
Southampton	1																		1GI														
Sumburgh	1																																
Other Internal	21		2Ex			4Ex	1Hu	2Ex 1Ti		3Ex	1Ex		1Sh 3Ex 1Lu		1Ex	1Sh	1Ex							1Sw	1Bi		1He			1He		1No	
Overseas	12	1He	1He		1He					1He					1Ma								1Sw	1Bi		1He				1He		1No	
All Aerodromes	203	1	3	5	8	7	6	6	1	5	2	—	14	—	44	4	2	7	—	—	1	7	1	—	26	11	2	32	2	2	3	1	

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator December 1979

Table 15

	Total			Scheduled Services						Charter Flights						
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Overseas operators		United Kingdom operators		Others		Overseas operators		
				British Airways	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	British Airways	Transit	Terminal	Transit	Terminal	Transit
London Area Airports																
+ Gatwick	471 199	467 940	3 259	15 141	354	179 239	386	33 516	536	23 578	73	177 856	1 621	38 610	289	
+ Heathrow	1 970 738	1 946 946	23 792	963 866	—	38 552	—	944 463	23 792	—	—	—	—	65	—	
+ Luton	112 490	111 976	514	—	—	—	—	194	—	—	—	104 320	465	7 462	49	
+ Southend	8 066	8 066	—	—	—	7 900	—	—	—	—	—	166	—	—	—	
+ Stansted	30 922	27 130	3 792	28	—	229	7	—	—	—	—	3 574	3 642	23 299	143	
TOTAL (London Area)	2 593 415	2 562 058	31 357	979 035	354	225 920	393	978 173	24 328	23 578	73	285 916	5 728	69 436	481	
Westland Heliport (Battersea)	385	385	—	—	—	—	—	—	—	3	—	382	—	—	—	
Other UK Airports																
+ Aberdeen	101 662	101 409	253	35 073	88	12 148	101	—	—	8 044	—	45 455	64	689	—	
+ Belfast	107 540	107 537	3	83 990	—	19 750	3	737	—	—	—	967	—	2 093	—	
+ Benbecula	1 992	1 948	44	1 301	—	647	44	—	—	—	—	—	—	—	—	
+ Birmingham	82 533	77 984	4 549	36 544	1 621	10 749	1 726	7 862	347	—	—	21 024	855	1 805	—	
+ Blackpool	3 676	3 676	—	—	—	3 605	—	—	—	—	—	71	—	—	—	
+ Bournemouth	4 446	4 430	16	—	—	4 008	16	—	—	5	—	331	—	86	—	
+ Bristol	10 365	9 121	1 244	1 618	1 244	1 614	—	1 978	—	—	—	3 326	—	585	—	
+ Cambridge	1 345	1 345	—	—	—	483	—	—	—	—	—	564	—	298	—	
+ Cardiff	11 217	8 754	2 463	2 862	347	3 082	1 539	—	—	—	—	2 810	577	—	—	
+ Coventry	191	191	—	—	—	—	—	—	—	—	—	167	—	24	—	
+ East Midlands	25 499	25 228	271	—	—	15 468	59	—	—	—	—	9 750	212	10	—	
+ Edinburgh	80 682	76 593	4 089	48 592	144	20 837	3 788	1 663	—	—	—	4 468	157	983	—	
+ Exeter	3 986	3 630	356	—	—	3 511	356	—	—	—	—	119	—	—	—	
+ Glasgow	138 471	137 264	1 207	80 894	170	24 089	—	8 275	755	—	—	21 635	97	2 371	185	
+ Gloucester/Cheltenham	132	132	—	—	—	85	—	—	—	—	—	47	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	3 221	2 651	570	—	—	2 382	568	—	—	—	—	252	2	17	—	
+ Inverness	10 562	9 766	796	8 632	796	1 070	—	—	—	—	—	64	—	—	—	
+ Islay	936	936	—	—	—	809	—	—	—	—	—	27	—	—	—	
+ Isle of Man	17 200	16 035	1 165	6 485	122	9 550	1 043	—	—	—	—	—	—	—	—	
+ Isles of Scilly	1 847	1 847	—	1 847	—	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	7 696	6 206	1 490	3 344	1 216	2 171	—	—	—	17	109	665	165	9	—	
+ Leeds/Bradford	27 141	24 202	2 939	11 702	146	6 686	2 772	—	—	—	—	5 800	21	14	—	
+ Liverpool	25 932	24 715	1 217	—	—	20 055	997	2 827	—	—	—	1 829	220	4	—	
+ Lydd	2 819	2 819	—	—	—	2 811	—	—	—	—	—	8	—	—	—	
+ Manchester	200 984	197 504	3 480	98 943	397	9 559	1 420	25 116	1 098	—	—	61 208	411	2 678	154	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	48 036	44 959	3 077	18 932	—	13 643	2 886	—	—	—	—	11 088	140	1 296	51	
+ Norwich	12 448	11 301	1 147	—	—	10 084	1 145	—	—	—	—	989	2	228	—	
+ Penzance Heliport	1 847	1 847	—	1 847	—	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	27 508	15 426	12 082	8 226	5 575	964	—	4 316	4 770	—	—	497	333	1 423	1 404	
+ Southampton	18 430	18 160	270	3 617	—	14 005	225	—	—	—	—	336	45	202	—	
+ Stornoway	6 026	5 906	120	3 933	—	687	—	234	120	—	—	1 050	—	2	—	
+ Sumburgh	48 618	48 618	—	5 429	—	708	—	—	—	11 562	—	30 153	—	766	—	
+ Swansea	172	161	11	—	—	—	—	—	—	—	—	158	11	3	—	
+ Tees-side	18 521	16 955	1 566	—	—	13 775	1 511	—	—	—	—	2 906	55	274	—	
+ Tiree	411	269	142	—	—	267	142	—	—	—	—	2	—	—	—	
+ Wick	2 993	2 921	72	—	—	2 734	29	—	—	—	—	162	43	25	—	
TOTAL (Incl. London Area)	3 650 885	3 574 889	75 996	1 442 846	12 220	458 106	20 763	1 031 181	31 418	43 209	182	514 226	9 138	85 321	2 275	
Channel Islands Airports																
+ Alderney	3 036	3 036	—	—	—	2 874	—	—	—	—	—	162	—	—	—	
+ Guernsey	28 123	26 678	1 445	6 993	—	19 161	1 432	252	—	—	—	171	13	95	—	
+ Jersey	57 572	56 665	907	23 961	53	31 847	854	—	—	—	—	789	—	68	—	
TOTAL (Channel Is. Airports)	88 731	86 379	2 352	30 954	53	53 882	2 286	258	—	—	—	1 122	13	163	—	

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

Terminal Air Passengers for December 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+Gatwick	467 940	472 395	-0.9
+Heathrow	1 946 946	1 879 315	3.6
+Luton	111 976	124 909	-10.4
+Southend	8 066	11 663	-30.8
+Stansted	27 130	16 804	61.4
TOTAL (London Area)	2 562 058	2 505 086	2.3
Westland Heliport (Battersea)	385	206	86.9
Other UK Airports			
+Aberdeen	101 409	89 617	13.2
+Belfast	107 537	90 991	18.2
Benbecula	1 948	2 122	-8.2
+Birmingham	77 984	68 108	14.5
+Blackpool	3 676	4 482	-18.0
+Bournemouth	4 430	5 241	-15.5
+Bristol	9 121	10 691	-14.7
+Cambridge	1 345	412	226.5
+Cardiff	8 754	12 122	-27.8
+Coventry	191	592	-67.7
+East Midlands	25 228	28 820	-12.5
+Edinburgh	76 593	67 732	13.1
+Exeter	3 630	3 785	-4.1
+Glasgow	137 264	144 144	-4.8
Gloucester/Cheltenham	132	363	-63.6
Hawarden	—	239	—
Humberside	2 651	2 745	-3.4
Inverness	9 766	9 339	4.6
Islay	936	962	-2.7
+Isle of Man	16 035	16 900	-5.1
Isles of Scilly	1 847	1 810	2.0
+Kirkwall	6 206	7 361	-15.7
+Leeds/Bradford	24 202	13 674	77.0
+Liverpool	24 715	21 821	13.3
+Lydd	2 819	3 692	-23.6
+Manchester	197 504	206 065	-4.2
+Manston	..	..	..
+Newcastle	44 959	43 154	4.2
+Norwich	11 301	11 326	-0.2
Penzance Heliport	1 847	2 159	-14.5
+Prestwick	15 426	19 019	-18.9
+Southampton	18 160	17 476	3.9
Stornoway	5 906	4 718	25.2
+Sumburgh	48 618	48 273	0.7
Swansea	161	54	198.1
+Tees-side	16 955	18 154	-6.6
Tiree	269	264	1.9
Wick	2 921	2 581	13.2
TOTAL (Incl. London Area)	3 574 889	3 486 300	2.5
Channel Islands Airports			
Alderney	3 036	3 279	-7.4
Guernsey	26 678	25 257	5.6
Jersey	56 665	57 056	-0.7
TOTAL (Channel Islands Airports)	86 379	85 592	0.9

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

International and Domestic Passenger Traffic for December 1979

Table 17

Terminal Passengers Comparison with a Year Earlier

	Total	International			Domestic		
	1979	1979	1978	Per- centage change	1979	1978	Per- centage change
London Area Airports							
+ Gatwick	467 940	401 321	411 952	-3	66 619	60 443	10
+ Heathrow	1 946 946	1 644 388	1 619 175	2	302 558	260 140	16
+ Luton	111 976	111 382	123 654	-10	594	1 255	-53
+ Southend	8 066	6 885	10 444	-34	1 181	1 219	-3
+ Stansted	27 130	26 828	16 532	62	302	272	11
TOTAL (London Area)	2 562 058	2 190 804	2 181 757	—	371 254	323 329	15
Westland Heliport (Battersea)	385	—	—	—	385	206	87
Other UK Airports							
+ Aberdeen	101 409	25 722	23 722	8	75 687	65 895	15
+ Belfast	107 537	2 820	2 432	16	104 717	88 559	18
Benbecula	1 948	—	—	—	1 948	2 122	-8
+ Birmingham	77 984	48 479	45 273	7	29 505	22 835	29
+ Blackpool	3 676	290	423	-31	3 386	4 059	-17
+ Bournemouth	4 430	220	534	-59	4 210	4 707	-11
+ Bristol	9 121	7 384	8 958	-18	1 737	1 733	—
+ Cambridge	1 345	838	381	120	507	31	1 535
+ Cardiff	8 754	5 781	8 976	-36	2 973	3 416	-13
+ Coventry	191	129	285	-55	62	307	-80
+ East Midlands	25 228	14 227	20 233	-30	11 001	8 587	28
+ Edinburgh	76 593	10 554	10 943	-4	66 039	56 789	16
+ Exeter	3 630	590	933	-37	3 040	2 852	7
+ Glasgow	137 264	25 960	28 819	-10	111 304	115 325	-3
Gloucester/Cheltenham	132	—	—	—	132	363	-64
Hawarden	—	—	—	—	—	239	—
Humberside	2 651	609	813	-25	2 042	1 932	6
Inverness	9 766	—	353	—	9 766	8 986	9
Islay	936	—	—	—	936	962	-3
+ Isle of Man	16 035	470	544	-14	15 565	16 356	-5
Isles of Scilly	1 847	—	—	—	1 847	1 810	2
+ Kirkwall	6 206	23	110	-79	6 183	7 251	-15
+ Leeds/Bradford	24 202	9 754	4 748	105	14 448	8 926	62
+ Liverpool	24 715	5 124	6 125	-16	19 591	15 696	25
+ Lydd	2 819	2 811	3 692	-24	8	—	—
+ Manchester	197 504	120 589	138 705	-13	76 915	67 360	14
+ Manston	..	..	..	..	..	..	..
+ Newcastle	44 959	18 320	18 803	-3	26 639	24 351	9
+ Norwich	11 301	5 233	5 323	-2	6 068	6 003	1
Penzance	1 847	—	349	—	1 847	1 810	2
+ Prestwick	15 426	13 568	17 239	-21	1 858	1 780	4
+ Southampton	18 160	3 361	1 907	76	14 799	15 569	-5
Stornoway	5 906	236	—	—	5 670	4 718	20
+ Sumburgh	48 618	21 132	22 028	-4	27 486	26 245	5
Swansea	161	9	6	50	152	48	217
+ Tees-side	16 955	2 486	4 105	-39	14 469	14 049	3
Tiree	269	—	—	—	269	264	2
Wick	2 921	17	—	—	2 904	2 581	13
TOTAL (Incl. London Area)	3 574 889	2 537 540	2 558 519	-1	1 037 349	927 781	12

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

International Air Passenger Traffic to and from Airports for December 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	13 253	9 434	3 819	14 794	9 341	5 453	-10
London – Vienna	11 228	8 464	2 764	11 307	8 216	3 091	-1
Other Routes	2 025	970	1 055	3 487	1 125	2 362	-42
Belgium	59 492	59 386	106	64 755	62 696	2 059	-8
London – Brussels	45 263	45 263	—	46 453	46 245	208	-3
Other S.E. England – Belgium	7 203	7 152	51	10 485	9 628	857	-31
Other Routes	7 026	6 971	55	7 817	6 823	994	-10
Denmark	41 219	32 992	8 227	43 696	33 700	9 996	-6
London – Copenhagen	28 981	25 351	3 630	32 122	27 596	4 526	-10
Other Routes	12 238	7 641	4 597	11 574	6 104	5 470	6
Finland	9 707	7 887	1 820	10 600	7 226	3 374	-8
France	177 418	172 328	5 090	195 682	185 624	10 058	-9
London – Nice	7 820	7 696	124	7 523	7 406	117	4
– Paris	125 664	123 592	2 072	141 635	137 456	4 179	-11
– N. France (a)	5 376	5 188	188	6 028	5 944	84	-11
– Other France	18 529	17 653	876	18 108	15 254	2 854	2
Manchester – Paris	5 247	5 247	—	6 712	6 712	—	-22
Other UK – Paris	8 700	8 219	481	8 639	8 005	634	9
Luton – Other France	703	—	703	1 407	—	1 407	-50
Other S.E. England – France	3 813	3 813	—	4 518	4 357	161	-16
Other Routes	1 566	920	646	1 112	490	622	41
Germany (Fed. Republic)	197 999	160 940	37 059	196 305	152 225	44 080	1
London – Dusseldorf	29 990	26 574	3 416	28 783	24 365	4 418	4
– Frankfurt	49 706	45 654	4 052	50 721	46 068	4 653	-2
– Hamburg	23 934	21 204	2 730	23 645	20 088	3 557	1
– Munich	29 599	16 771	12 828	28 815	15 831	12 984	3
– Other Germany	43 871	38 709	5 162	42 989	35 077	7 912	2
Luton – Germany	4 093	—	4 093	4 921	88	4 833	-17
Manchester – Germany	10 464	7 928	2 536	10 263	7 327	2 936	2
Other Routes	6 342	4 100	2 242	6 168	3 381	2 787	3
Gibraltar	6 606	2 917	3 689	6 006	3 273	2 733	10
Greece	41 779	27 435	14 344	39 436	28 430	11 006	6
Iceland	2 227	2 226	1	2 728	2 388	340	-18
London – Reykjavik	1 661	1 661	—	1 444	1 444	—	15
Glasgow – Reykjavik	565	565	—	859	859	—	-34
Other Routes	1	—	1	425	85	340	—

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	140 810	140 316	494	132 912	131 410	1 502	6
London – Cork	12 550	12 550	—	11 848	11 848	—	6
– Dublin	75 945	75 945	—	70 638	69 804	834	8
– Shannon	8 352	8 352	—	7 164	7 164	—	17
Manchester – Dublin	11 657	11 632	25	13 111	12 873	238	-11
Birmingham – Dublin	11 462	11 462	—	8 840	8 840	—	30
Glasgow – Dublin	4 877	4 757	120	4 902	4 902	—	-1
Liverpool – Dublin	3 536	3 536	—	3 315	3 303	12	7
Leeds/Bradford – Dublin	1 385	1 385	—	758	758	—	83
Edinburgh – Dublin	1 663	1 663	—	1 606	1 606	—	4
Bristol – Dublin	1 905	1 905	—	1 995	1 989	6	-5
Other Routes	7 478	7 129	349	8 735	8 323	412	-14
Italy	147 447	66 440	81 007	142 202	63 058	79 144	4
London – Genoa (g)	988	—	988	1 163	—	1 163	-15
– Milan	37 201	21 999	15 202	36 879	20 905	15 974	1
– Rimini (g)	—	—	—	—	—	—	—
– Rome	32 343	26 816	5 527	31 442	25 512	5 930	3
– Venice	5 738	2 589	3 149	6 684	2 545	4 139	-14
– Other Italy	26 621	12 322	14 299	22 252	10 714	11 538	20
Luton – Rimini	—	—	—	129	—	129	—
– Other Italy	37 474	—	37 474	34 003	—	34 003	10
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	2 696	—	2 696	2 136	—	2 136	26
Other Routes	4 386	2 714	1 672	7 514	3 382	4 132	-42
Luxembourg	4 617	4 521	96	5 040	4 754	286	-8
London – Luxembourg	4 601	4 521	80	4 754	4 754	—	-3
Other Routes	16	—	16	286	—	286	-94
Netherlands	137 502	136 348	1 154	140 201	138 652	1 549	-2
London – Amsterdam	77 437	77 372	65	80 377	79 645	732	-4
– Rotterdam	15 524	15 524	—	15 226	15 119	107	2
Other S.E. England – Netherlands	4 845	4 728	117	6 980	6 735	245	-31
Manchester – Amsterdam	8 824	8 824	—	9 389	9 351	38	-6
Other Routes	30 872	29 900	972	28 229	27 802	427	9
Norway	38 153	30 326	7 827	37 844	28 406	9 438	1
London – Oslo	20 952	16 408	4 544	20 145	15 834	4 311	4
Other Routes	17 201	13 918	3 283	17 699	12 572	5 127	-3
Portugal	30 132	16 813	13 319	26 320	15 287	11 033	14
London – Lisbon	15 632	12 698	2 934	13 569	10 828	2 741	15
Other Routes	14 500	4 115	10 385	12 751	4 459	8 292	14
Soviet Union and Eastern Europe (b)	31 667	22 383	9 284	29 050	20 592	8 458	9
London – Moscow	8 626	7 396	1 230	7 432	6 278	1 154	16
– Prague	2 106	2 106	—	2 185	2 185	—	-4
Other Routes	20 935	12 881	8 054	19 433	12 129	7 304	8

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	207 957	65 461	142 496	249 283	64 564	184 719	-17
London – Barcelona	16 197	12 527	3 670	14 890	11 203	3 687	9
– Ibiza	689	689	—	725	725	—	-5
– Madrid	31 404	24 270	7 134	32 651	26 821	5 830	-4
– Malaga	18 234	8 189	10 045	19 138	8 098	11 040	-5
– Palma	20 352	5 138	15 214	24 021	4 815	19 206	-15
– Other Spain	28 405	14 507	13 898	30 729	12 557	18 172	-8
Luton – Alicante	5 971	—	5 971	8 778	—	8 778	-32
– Barcelona	85	—	85	—	—	—	—
– Gerona	133	—	133	2 568	—	2 568	-95
– Ibiza	—	—	—	—	—	—	—
– Palma	5 386	—	5 386	5 594	—	5 594	-4
– Other Spain	7 031	—	7 031	10 073	—	10 073	-30
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	—	—	—	—	—	—	—
– Palma	10 893	—	10 893	15 416	—	15 416	-29
Other N. England – Spain	28 709	—	28 709	36 902	146	36 756	-22
Scotland – Spain	11 618	—	11 618	15 540	—	15 540	-25
Other Routes	22 850	141	22 709	32 258	199	32 059	-29
 Sweden	 34 309	 22 877	 11 432	 34 618	 22 014	 12 604	 -1
London – Stockholm	22 234	16 240	5 994	21 076	15 516	5 560	5
Other Routes	12 075	6 637	5 438	13 542	6 498	7 044	-11
 Switzerland	 103 655	 75 959	 27 696	 101 468	 73 679	 27 789	 2
London – Basle	6 534	4 992	1 542	5 160	3 857	1 303	27
– Geneva	45 165	30 812	14 353	42 138	27 779	14 359	7
– Zurich	43 781	33 357	10 424	42 828	34 816	8 012	2
Luton – Switzerland	544	—	544	3 730	—	3 730	-85
Other Routes	7 631	6 798	833	7 612	7 227	385	—
 Yugoslavia	 10 194	 7 098	 3 096	 11 996	 7 393	 4 603	 -15
London – Dubrovnic	385	—	385	695	—	695	-45
– Ljubljana	2 185	1 077	1 108	1 710	1 149	561	28
Luton – Yugoslavia	—	—	—	83	—	83	—
Other Routes	7 624	6 021	1 603	9 508	6 244	3 264	-20
 Other Europe	 81 149	 39 575	 41 574	 75 872	 43 448	 32 424	 7
 WESTERN HEMISPHERE							
Canada	69 022	64 495	4 527	77 596	67 128	10 468	-11
London – Montreal	13 884	13 884	—	15 195	15 195	—	-9
– Toronto	27 764	24 722	3 042	29 574	23 152	6 422	-6
– Other Canada	16 492	16 277	215	18 476	16 529	1 947	-11
Other UK – Montreal	401	401	—	2 039	2 018	21	-80
– Toronto	8 930	7 695	1 235	9 463	7 958	1 505	-6
Other Routes	1 551	1 516	35	2 849	2 276	573	-46

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	327 396	324 032	3 364	318 695	307 639	11 056	3
London – New York	104 894	103 023	1 871	101 698	97 417	4 281	3
– Other East Coast USA	87 784	87 384	400	74 029	73 598	431	19
– Chicago and Detroit	29 952	29 952	—	27 826	27 433	393	8
– West Coast USA	73 556	73 556	—	72 358	68 737	3 621	2
– Other USA	21 977	21 734	243	32 054	31 530	524	–31
Other UK – New York	5 538	5 538	—	8 025	7 781	244	–31
Other Routes	3 695	2 845	850	2 705	1 143	1 562	37
West Atlantic and Caribbean Islands	30 871	28 821	2 050	27 511	26 796	715	12
Central and South America	13 314	13 201	113	13 023	12 850	173	2
REST OF THE WORLD							
Canary Islands	50 732	3 992	46 740	58 059	3 582	54 477	–13
North Africa (c)	40 663	18 580	22 083	26 912	18 075	8 837	51
East Africa (d)	13 236	12 949	287	13 232	11 835	1 397	—
Central Africa (e)	5 854	5 854	—	7 369	7 369	—	–21
West Africa (d)	33 813	32 783	1 030	27 255	26 744	511	24
South Africa	34 908	34 386	522	35 132	34 861	271	–1
Middle East (f)	149 261	140 502	8 759	154 957	147 639	7 318	–4
India	34 008	33 999	9	34 246	34 237	9	–1
Pakistan	14 091	14 091	—	14 507	14 507	—	–3
Far East	73 136	72 710	426	75 458	73 626	1 832	–3
Australia and New Zealand	56 704	56 704	—	39 838	39 838	—	42
Other Routes n.e.i.	37 128	9 754	27 374	35 653	9 933	25 720	4
ALL ROUTES	2 501 429	1 970 515	530 914	2 520 251	1 934 819	585 432	–1

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

NOTE: These figures do not include Sumburgh.

Domestic Passengers by Main Routes for December 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	25 492	20 012	27.4
	Belfast	62 118	49 569	25.3
	Birmingham	10 395	7 565	37.4
	Channel Islands	33 036	30 402	8.7
	Edinburgh	53 596	45 582	17.6
	Glasgow	64 682	68 527	-5.6
	Manchester	48 708	38 636	26.1
	Newcastle	19 615	18 481	6.1
	Tees-side	10 863	10 259	5.9
	Other airports	40 974	31 822	28.8
Belfast	Birmingham	5 620	5 173	8.6
	East Midlands	3 486	2 921	19.3
	Edinburgh	1 905	1 358	40.3
	Glasgow	7 712	6 905	11.7
	Isle of Man	1 055	931	13.3
	Manchester	11 072	10 921	1.4
	Newcastle	1 324	1 159	14.2
	Other airports	10 425	9 622	8.3
Channel Islands	Bristol/Glamorgan	1 591	1 615	-1.5
	Glasgow	—	—	—
	Leeds/Bradford	2	—	—
	Liverpool	—	132	—
	Manchester	2 157	1 904	13.3
	Other airports	24 448	25 291	-3.3
Edinburgh	Manchester	2 795	2 944	-5.1
	Other airports	7 743	6 905	12.1
Glasgow	Birmingham	4 777	2 896	65.0
	East Midlands	3 202	2 517	27.2
	Isle of Man	658	713	-7.7
	Manchester	4 658	4 952	-5.9
	Other Scottish airports	16 260	24 578	-33.8
	Other airports	9 230	4 226	118.4
Isle of Man	Manchester	3 675	4 068	-9.7
	Newcastle	—	—	—
	Other airports	6 883	7 643	-9.9
Penzance	Isles of Scilly	1 847	2 159	-14.6
Other Routes		47 288	28 052	68.6
Total		549 292	480 440	14.3

(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 December 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	11 432.1	14.8	19.0	1 240.0	1 681.6	400.4	161.4	—	2.7	2 472.1	4 916.7	324.7	198.7
+ Heathrow	39 430.3	6 998.8	6 056.9	4.5	228.5	11 874.4	14 052.2	—	—	125.9	2.1	34.0	53.0
+ Luton	1 006.4	—	—	—	—	20.0	—	—	101.5	167.0	559.4	9.0	149.5
+ Southend	760.0	—	—	168.0	141.0	—	—	—	—	112.0	328.0	—	11.0
+ Stansted	656.3	—	—	—	—	—	—	—	—	160.1	390.5	45.0	60.7
TOTAL (London Area)	53 285.1	7 013.6	6 075.9	1 412.5	2 051.1	12 294.8	14 213.6	—	104.2	3 037.1	6 196.7	412.7	472.9
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	636.0	61.8	117.0	25.7	36.5	—	—	17.4	55.1	82.0	240.1	0.1	0.3
+ Belfast	1 020.9	62.8	95.8	275.6	16.2	1.0	0.1	—	—	538.6	30.1	0.7	—
+ Benbecula	14.4	11.3	2.3	0.7	0.1	—	—	—	—	—	—	—	—
+ Birmingham	236.3	105.9	62.9	17.5	1.7	28.1	20.2	—	—	—	—	—	—
+ Blackpool	430.3	—	—	5.3	23.7	—	—	—	—	—	401.3	—	—
+ Bournemouth	649.2	—	—	368.0	197.0	—	—	—	—	22.9	61.3	—	—
+ Bristol	40.1	0.8	0.2	11.4	2.2	14.2	9.0	—	—	—	2.3	—	—
+ Cambridge	180.0	—	—	—	—	—	—	—	—	—	—	79.3	100.7
+ Cardiff	14.6	2.3	4.2	6.3	1.7	—	—	—	—	0.1	—	—	—
+ Coventry	0.7	—	—	—	—	—	—	—	—	—	0.7	—	—
+ East Midlands	725.6	—	—	33.5	79.7	—	—	—	—	70.7	464.0	33.1	44.6
+ Edinburgh	117.6	26.3	29.7	26.9	31.6	1.5	1.6	—	—	—	—	—	—
+ Exeter	49.0	—	—	5.8	6.1	—	—	—	—	—	37.1	—	—
+ Glasgow	1 354.0	99.3	128.4	54.2	26.9	290.4	311.3	—	—	406.2	15.5	—	21.8
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	2.9	—	—	2.0	0.9	—	—	—	—	—	—	—	—
+ Inverness	18.5	6.2	12.3	—	—	—	—	—	—	—	—	—	—
+ Islay	9.9	—	—	5.8	4.1	—	—	—	—	—	—	—	—
+ Isle of Man	180.7	8.0	17.6	142.3	12.8	—	—	—	—	—	—	—	—
+ Isles of Scilly	5.8	4.9	0.9	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	48.6	31.1	15.3	1.0	1.2	—	—	—	—	—	—	—	—
+ Leeds/Bradford	22.3	4.4	3.5	9.3	5.0	—	—	—	—	0.1	—	—	—
+ Liverpool	746.1	—	—	14.4	24.3	8.7	260.4	—	—	28.0	374.0	—	36.3
+ Lydd	393.4	—	—	123.3	270.1	—	—	—	—	—	—	—	—
+ Manchester	2 608.8	299.1	159.5	39.8	56.9	905.2	982.6	—	—	12.5	85.5	43.7	24.0
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	79.3	13.9	14.8	25.7	24.5	—	—	—	—	0.3	0.1	—	—
+ Norwich	44.8	—	—	23.3	20.9	—	—	—	—	0.4	—	0.2	—
+ Penzance Heliport	5.8	0.9	4.9	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 569.4	394.0	251.6	55.5	5.3	620.6	242.4	—	—	—	—	—	—
+ Southampton	261.0	2.7	4.6	12.5	53.3	—	—	—	—	1.1	145.5	—	41.3
+ Stornoway	41.0	33.2	3.9	0.2	0.7	—	—	—	—	2.9	0.1	—	—
+ Sumburgh	275.3	56.7	15.8	0.4	—	—	—	19.4	49.0	74.1	57.2	0.8	1.9
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	18.5	—	—	10.3	2.9	—	—	—	—	—	0.2	4.1	1.0
+ Tiree	1.2	—	—	1.0	0.2	—	—	—	—	—	—	—	—
+ Wick	9.1	—	—	4.3	4.8	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	65 096.2	8 239.2	7 021.1	2 714.5	2 962.4	14 164.5	16 041.2	36.8	208.3	4 277.0	8 111.7	574.7	744.8
Channel Islands Airports													
+ Alderney	26.8	—	—	23.0	3.8	—	—	—	—	—	—	—	—
+ Guernsey	567.0	6.0	3.0	218.0	320.0	2.0	1.0	—	—	8.0	4.0	—	—
+ Jersey	596.5	25.1	5.5	300.9	243.6	—	—	—	—	7.2	14.2	—	—
TOTAL (Channel Islands Airports)	1 185.3	31.1	8.5	541.9	567.4	2.0	1.0	—	—	15.2	18.2	—	—

Cargo December 1979

Table 21

Comparison with a Year Earlier

	International				Domestic				1979			1978			Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total			Total			Percentage change	
	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft
London Area Airports																
+ Gatwick	2 436	455	147	7 362	224	402	8	397	2 815	8 616	1 854	7 728	51.8	11.5		
+ Heathrow	24 015	14 799	—	215	401	—	—	—	24 416	15 014	22 154	16 577	10.2	-9.4		
+ Luton	—	20	98	450	—	—	5	433	103	903	73	462	41.1	95.5		
+ Southend (D)	308	—	311	—	1	—	140	—	760	—	598	—	27.1	—		
+ Stansted	—	—	60	555	—	—	—	41	60	596	366	1 924	-83.6	-69.0		
TOTAL (London Area)	26 759	15 274	616	8 582	626	402	153	871	28 154	25 129	5 045	2 6691	12.4	-5.9		
Westland Heliport (Battersea (D))	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports																
+ Aberdeen	50	—	249	15	192	—	123	8	614	23	494	42	24.3	-45.2		
+ Belfast	1	—	1	9	220	230	—	560	222	799	285	796	-22.1	0.4		
Benbecula	—	—	—	—	14	—	—	—	14	—	16	—	-12.5	—		
+ Birmingham	189	—	—	—	47	—	—	—	236	—	197	26	19.8	—		
+ Blackpool	4	—	—	—	22	3	—	401	26	404	26	306	—	32.0		
+ Bournemouth	—	—	17	30	3	562	—	37	20	629	3	693	566.7	-9.2		
+ Bristol	36	—	—	—	2	—	—	2	38	2	31	1	22.6	100.0		
+ Cambridge	—	—	180	—	—	—	—	—	180	—	188	—	-4.3	—		
+ Cardiff	9	—	—	—	5	—	—	—	14	—	10	—	40.0	—		
+ Coventry	—	—	—	1	—	—	—	—	—	1	—	—	—	—		
+ East Midlands	28	44	—	596	41	—	—	16	69	656	76	479	-9.2	37.0		
+ Edinburgh	15	—	—	—	103	—	—	—	118	—	103	—	14.6	—		
+ Exeter	1	—	—	37	10	—	—	—	11	37	15	14	-26.7	164.3		
+ Glasgow	153	505	—	22	250	2	8	414	411	943	364	955	12.9	-1.3		
Gloucester/Cheltenham (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hawarden (D)	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Humberside	2	—	—	—	1	—	—	—	3	—	4	—	-25.0	—		
Inverness	—	—	—	—	18	—	—	—	18	—	25	—	-28.0	—		
Islay	—	—	—	—	10	—	—	—	10	—	12	—	-16.7	—		
+ Isle of Man	—	—	—	—	74	107	—	—	74	107	95	106	-22.1	0.9		
Isles of Scilly (D)	—	—	—	—	6	—	—	—	6	—	10	—	-40.0	—		
+ Kirkwall	—	—	—	—	48	—	—	—	48	—	42	—	14.3	—		
+ Leeds/Bradford	14	—	—	—	9	—	—	—	23	—	15	—	53.3	—		
+ Liverpool	7	264	—	38	36	—	—	400	43	702	71	682	-39.4	2.9		
+ Lydd	—	393	—	—	—	—	—	—	—	393	—	317	—	24.0		
+ Manchester	543	1 726	—	165	164	9	—	—	707	1 900	649	1 711	8.9	11.0		
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Newcastle	38	—	—	—	39	2	—	—	77	2	64	14	20.3	-85.7		
+ Norwich	28	—	—	—	16	—	—	—	44	—	37	—	18.9	—		
Penzance Heliport (D)	—	—	—	—	6	—	—	—	6	—	14	—	-57.1	—		
+ Prestwick	242	1 046	—	—	8	273	—	—	250	1 319	106	1 582	135.8	-16.6		
+ Southampton	9	—	—	188	63	1	—	—	72	189	92	260	-21.7	-27.3		
Stornoway	—	—	—	—	38	—	1	2	39	2	38	—	2.6	—		
+ Sumburgh	—	—	79	30	73	—	89	5	241	35	149	—	73.4	—		
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Tees-side	3	—	—	5	10	—	—	—	13	5	26	3	-50.0	66.7		
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—		
Wick	—	—	—	—	9	—	—	—	9	—	4	—	125.0	—		
TOTAL (Incl. London Area)	28 131	19 252	1 142	9 718	2 164	1 591	374	2 716	31 811	33 277	28 307	34 678	12.4	-4.0		
Channel Islands Airports																
Alderney	..	..	..	..	..	..	..	..	27	..	27	..	—	..		
Guernsey	..	..	..	..	..	..	..	..	562	..	642	..	-12.5	..		
Jersey	..	..	..	..	..	..	..	..	596	..	589	..	1.2	..		
TOTAL (Channel Is. Airports)	—	—	—	..	..	..	..	..	1 185	..	1 258	..	-5.8	..		

(D) No breakdown given between passengers and cargo aircraft for these airports: all cargo is allocated to passenger aircraft.

All Scheduled Services December 1979

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	20 562	16 387	32 956	1 194 878	4 805 012	3 019 215	62.8	15 654	568 799	358 036	17 873	61 091	279 070	62.9
British Airways Helicopters	6	104	36	1 719	178	105	58.9	8	15	10	—	—	9	65.8
British Caledonian Airways	3 032	3 082	5 017	119 401	515 872	262 488	50.9	2 482	65 017	35 600	779	10 486	24 335	54.8
Air Anglia	610	1 992	1 676	27 249	33 863	12 864	38.0	131	3 418	1 357	—	72	1 285	39.7
Air Ecosse	29	183	93	1 441	402	226	56.3	10	33	20	1	1	18	59.7
Air Kent	6	26	23	107	47	24	51.4	—	4	2	—	—	2	46.3
Aurigny Air Services	68	1 237	331	11 085	970	585	60.3	86	92	51	1	4	47	55.5
British Island Airways	476	1 867	1 875	36 418	21 403	8 634	40.3	371	1 965	844	—	111	733	42.9
British Midland Airways	552	1 887	1 767	56 684	41 801	18 572	44.4	197	3 527	1 508	3	58	1 447	42.8
Brymon Airways	145	609	662	5 221	3 834	1 492	38.9	4	357	123	—	1	122	34.5
Dan-Air Services	396	1 139	1 165	23 026	27 216	10 913	40.1	50	2 311	952	—	25	926	41.2
Express Air Services CI	6	16	18	484	333	176	52.9	—	29	13	—	—	13	46.1
Haywards Aviation	6	38	29	147	47	24	50.2	4	5	2	—	1	1	40.8
Jersey European Airways	19	236	107	1 342	167	104	62.5	—	15	8	—	—	8	56.4
Laker Airways	902	126	1 037	25 454	311 235	174 880	56.2	—	31 575	13 991	—	—	13 991	44.3
Loganair	165	1 668	860	8 345	2 308	1 116	48.4	—	210	102	—	—	102	48.6
TOTAL Passenger Services	26 980	30 597	47 650	1 513 001	5 764 688	3 511 416	60.9	18 998	677 369	412 618	18 656	71 850	322 111	60.9
Cargo Services														
British Airways	939	479	1 464					5 273	22 755	16 126	287	15 840	—	70.9
British Caledonian Airways	142	86	213					908	4 485	2 949	157	2 793	—	65.8
Air Freight	19	86	86					223	85	48	—	48	—	57.2
British Island Airways	69	288	264					708	316	166	24	142	—	52.6
TOTAL Cargo Services	1 169	939	2 027					7 111	27 640	19 290	467	18 823	—	69.8
GRAND TOTAL	28 149	31 536	49 677	1 513 001	5 764 688	3 511 416	60.9	26 109	705 009	431 908	19 123	90 672	322 111	61.3

International Scheduled Services December 1979

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways	18 469	10 808	27 310	870 854	4 582 414	2 882 762	62.9	14 635	548 259	346 000	17 759	60 817	267 422	63.1
British Caledonian Airways	2 643	1 724	4 001	77 246	480 895	245 111	51.0	1 987	61 402	34 075	734	10 416	22 925	55.5
Air Anglia	386	962	899	17 413	26 192	9 455	36.1	104	2 635	1 007	—	61	946	38.2
Air Kent	6	26	23	107	47	24	51.4	—	4	2	—	—	2	46.3
Aurigny Air Services	68	1 237	331	11 085	970	585	60.3	86	92	51	1	4	47	55.5
British Island Airways	310	1 023	1 181	19 257	14 634	5 356	36.6	277	1 345	549	—	94	455	40.8
British Midland Airways	101	261	331	5 856	7 392	2 276	30.8	28	546	189	—	12	177	34.6
Brymon Airways	29	142	132	693	571	182	31.8	—	49	15	—	—	15	30.5
Dan-Air Services	214	503	596	10 889	15 026	6 018	40.0	33	1 275	526	—	16	511	41.3
Haywards Aviation	2	14	10	41	16	6	36.6	2	2	1	—	—	—	28.6
Jersey European Airways	19	236	107	1 342	167	104	62.5	—	15	8	—	—	8	56.4
Laker Airways	902	126	1 037	25 454	311 235	174 880	56.2	—	31 575	13 991	—	—	13 991	44.3
TOTAL Passenger Services	23 148	17 062	35 957	1 040 237	5 439 559	3 326 760	61.2	17 151	647 199	396 414	18 494	71 420	306 499	61.3
Cargo Services														
British Airways	939	479	1 464					5 271	22 755	16 126	287	15 840	—	70.9
British Caledonian Airways	117	43	162					661	4 295	2 820	27	2 793	—	65.6
Air Freight	19	86	86					223	85	48	—	48	—	57.2
British Island Airways	6	15	19					32	28	15	—	15	—	53.4
TOTAL Cargo Services	1 081	623	1 731					6 187	27 162	19 009	313	18 696	—	70.0
GRAND TOTAL	24 229	17 685	37 688	1 040 237	5 439 559	3 326 760	61.2	23 338	674 361	415 423	18 807	90 115	306 499	61.3

Domestic Scheduled Services December 1979

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
Passenger Services															
British Airways	2 093	5 579	5 647	324 024	222 599	136 453	61.3	1 019	20 540	12 036	113	274	11 648	58.6	
British Airways Helicopters	6	104	36	1 719	178	105	58.9	8	15	10	—	—	9	65.8	
British Caledonian Airways	389	1 358	1 016	42 155	34 977	17 377	49.7	495	3 616	1 525	45	70	1 410	42.2	
Air Anglia	225	1 030	776	9 836	7 671	3 408	44.4	27	783	350	—	10	340	44.7	
Air Ecosse	29	183	93	1 441	402	226	56.3	10	33	20	1	1	18	59.7	
British Island Airways	166	844	693	17 161	6 769	3 278	48.4	94	620	295	—	16	278	47.5	
British Midland Airways	451	1 626	1 436	50 828	34 409	16 296	47.4	169	2 980	1 319	3	47	1 270	44.3	
Brymon Airways	116	467	530	4 528	3 263	1 310	40.2	4	307	108	—	1	107	35.1	
Dan-Air Services	182	636	569	12 137	12 190	4 895	40.2	18	1 035	425	—	10	416	41.1	
Express Air Services CI	6	16	18	484	333	176	52.9	—	29	13	—	—	13	46.1	
Haywards Aviation	4	24	19	106	31	18	57.4	2	3	2	—	—	1	47.1	
Loganair	165	1 668	860	8 345	2 308	1 116	48.4	—	210	102	—	—	102	48.6	
TOTAL Passenger Services	3 832	13 535	11 693	472 764	325 129	184 657	56.8	1 847	30 170	16 204	162	430	15 612	53.7	
Cargo Services															
British Caledonian Airways	25	43	51					247	190	130	130	—	—	68.2	
British Island Airways	63	273	245					676	288	151	24	127	—	52.5	
TOTAL Cargo Services	87	316	296					924	478	281	154	127	—	58.8	
GRAND TOTAL	39 190	13 851	11 989	472 764	325 129	184 657	56.8	2 771	30 648	16 485	316	557	15 612	53.8	

All Non-scheduled Services December 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	111	35	330	6 170	27 434	20 659	75.3	554	3 978	2 664	20	744	1 899		67.0
British Airtours	788	352	1 242	23 955	148 942	84 477	56.7	—	13 555	7 290	—	—	7 290		53.8
British Airways Helicopters	466	2 849	2 313	29 434	10 153	4 975	49.0	239	995	440	—	42	398		44.2
British Caledonian Airways	442	302	747	16 492	20 877	14 173	67.9	1 527	11 253	8 291	1	7 067	1 223		73.7
Air Europe	496	259	782	24 352	64 512	49 593	76.9	—	6 104	3 967	—	—	3 967		65.0
Air Freight	62	210	233	—	—	—	—	373	336	166	74	92	—		49.2
Air-Bridge Carriers	152	273	392	—	—	—	—	1 479	2 436	1 049	7	1 041	—		43.1
Alderney Air Ferries	6	50	33	179	55	22	39.9	—	5	2	—	—	2		38.5
Alldair	51	163	167	5 293	3 084	1 808	58.6	26	308	143	—	8	135		46.4
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—		35.3
B.E.A.S.	76	3 134	511	15 371	836	367	43.9	58	76	35	—	2	33		46.1
Bristow Helicopters	599	3 462	3 543	29 812	10 461	5 494	52.5	184	886	532	—	36	497		60.0
Britannia Airways	3 311	1 771	5 300	164 823	430 445	308 488	71.7	—	36 605	26 222	—	—	26 222		71.6
British Air Ferries	65	189	223	1 152	1 204	433	35.9	155	250	87	—	48	39		34.7
British Cargo Airlines	1 117	411	1 548	—	—	—	—	4 761	44 058	33 335	—	33 335	—		75.7
British Island Airways	263	431	696	9 531	13 293	9 355	70.4	498	1 708	1 005	35	175	795		58.8
British Midland Airways	780	531	1 179	437	95 837	54 001	56.3	—	20 636	8 412	—	4 202	4 210		40.8
Dan-Air Services	2 395	2 264	4 570	134 779	262 699	186 736	71.1	102	21 162	15 021	13	16	14 993		71.0
Express Air Services CI	35	212	153	107	162	88	54.3	568	167	100	—	93	7		60.0
General Aviation Services	20	64	99	—	—	—	—	102	71	32	—	32	—		45.6
Gleneagle Helicopters	1	5	5	12	7	2	28.6	—	1	1	—	—	1		100.0
Guernsey Airlines	6	12	20	227	383	206	53.9	—	38	15	—	—	15		40.3
Invicta International Airlines	64	53	146	—	—	—	—	394	1 049	530	—	530	—		50.5
Laker Airways	1 174	536	1 646	48 409	212 577	147 516	69.4	—	20 872	11 802	—	—	11 802		56.5
Loganair	187	754	827	6 247	2 918	1 865	63.9	—	265	171	—	—	171		64.5
Management Aviation	82	1 265	405	4 288	511	306	59.9	19	52	30	—	2	29		57.7
Monarch Airlines	997	594	1 565	55 350	152 602	104 730	68.6	—	14 862	9 487	—	—	9 487		63.8
North Scottish Helicopters	162	1 714	803	5 677	1 638	667	40.7	—	96	51	—	—	51		53.1
Pelican Air Transport	41	13	57	—	—	—	—	188	1 724	1 180	—	1 180	—		68.5
Redcoat Air Cargo	132	58	295	—	—	—	—	323	2 313	1 393	—	1 393	—		60.2
Scimitar Airlines	275	109	384	—	—	—	—	—	10 747	9 527	—	9 527	—		88.6
Southern Int-Air Transport	57	182	182	—	2 390	893	37.3	135	325	161	—	86	75		49.4
Tradewinds Airways	590	211	862	—	—	—	—	2 534	23 795	14 036	—	14 036	—		59.0
Transmeridian Air Cargo	360	138	697	—	—	—	—	1 013	9 666	6 096	—	6 096	—		63.1
TOTAL	15 365	22 612	31 960	582 097	1 463 032	996 858	68.1	15 243	250 392	163 271	150	79 780	83 341		65.2
Class 5A Licence TOTAL	48	26	74	1 983	6 272	3 679	58.7	..	534	313	—	—	313		58.6
TOTAL Excludes 5A Licence	15 317	22 586	31 886	580 114	1 456 760	993 179	68.2	15 243	249 858	162 958	150	79 780	83 028		65.2

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

International Non-scheduled Services December 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	111	34	330	6 108	27 427	20 653	75.3	554	3 977	2 663	20	744	1 899	67.0
British Airtours	788	352	1 242	23 955	148 942	84 477	56.7	—	13 555	7 290	—	—	7 290	53.8
British Airways Helicopters	464	2 839	2 303	29 398	10 108	4 968	49.1	239	991	439	—	42	397	44.3
British Caledonian Airways	442	302	747	16 492	20 877	14 173	67.9	1 527	11 253	8 291	1	7 067	1 223	73.7
Air Europe	496	259	782	24 352	64 512	49 593	76.9	—	6 104	3 967	—	—	3 967	65.0
Air Freight	31	96	119	—	—	—	—	97	162	89	—	89	—	55.1
Air-Bridge Carriers	98	124	238	—	—	—	—	717	1 637	724	—	724	—	44.2
Alderney Air Ferries	—	1	—	2	—	—	22.2	—	—	—	—	—	—	28.6
Alidair	2	3	7	174	144	140	97.1	—	14	10	—	—	10	72.1
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—	35.3
B.E.A.S.	76	3 134	511	15 371	836	367	43.9	58	76	35	—	2	33	46.1
Bristow Helicopters	599	3 462	3 543	29 812	10 461	5 494	52.5	184	886	532	—	35	497	60.0
Britannia Airways	3 311	1 771	5 300	164 823	430 445	308 488	71.7	—	36 605	26 222	—	—	26 222	71.6
British Air Ferries	30	64	83	424	550	196	35.6	13	87	30	—	12	18	34.2
British Cargo Airlines	1 117	411	1 548	—	—	—	—	4 761	44 058	33 335	—	33 335	—	75.7
British Island Airways	209	308	507	9 005	12 995	9 223	71.0	310	1 456	900	3	113	784	61.8
British Midland Airways	777	525	1 172	—	95 658	53 823	56.3	—	20 621	8 398	—	4 202	4 196	40.7
Dan-Air Services	2 062	1 369	3 379	109 675	248 237	177 063	71.3	—	19 893	14 171	—	—	14 171	71.2
Express Air Services CI	1	5	3	—	89	31	35.2	3	8	3	—	—	2	34.4
General Aviation Services	15	35	70	—	—	—	—	53	51	22	—	22	—	43.9
Gleneagle Helicopters	1	5	5	12	7	2	28.6	—	1	1	—	—	1	100.0
Guernsey Airlines	6	12	20	227	383	206	53.9	—	38	15	—	—	15	40.3
Invicta International Airlines	64	53	146	—	—	—	—	394	1 049	530	—	530	—	50.5
Laker Airways	1 174	536	1 646	48 409	212 577	147 516	69.4	—	20 872	11 802	—	—	11 802	56.5
Management Aviation	82	1 265	405	4 288	511	306	59.9	19	52	30	—	2	29	57.7
Monarch Airlines	997	594	1 565	55 350	152 602	104 730	68.6	—	14 862	9 487	—	—	9 487	63.8
North Scottish Helicopters	162	1 714	803	5 677	1 638	667	40.7	—	96	51	—	—	51	53.1
Pelican Air Transport	41	13	57	—	—	—	—	188	1 724	1 180	—	1 180	—	68.6
Redcoat Air Cargo	132	58	295	—	—	—	—	323	2 313	1 393	—	1 393	—	60.2
Scimitar Airlines	275	109	384	—	—	—	—	—	10 747	9 527	—	9 527	—	88.6
Southern Int-Air Transport	27	97	87	—	1 891	881	46.6	5	139	76	—	3	74	54.9
Tradewinds Airways	590	211	862	—	—	—	—	2 534	23 795	14 036	—	14 036	—	59.0
Transmeridian Air Cargo	360	138	697	—	—	—	—	1 013	9 666	6 096	—	6 096	—	63.1
TOTAL	14 542	19 905	28 860	543 554	1 440 903	983 001	68.2	13 000	246 788	161 345	24	79 153	82 168	65.4
Class 5A Licence TOTAL	48	26	74	1 983	6 272	3 679	58.7	..	534	313	—	—	313	58.6
TOTAL Excludes 5A Licence	14 494	19 879	28 786	541 571	1 434 631	979 322	68.3	13 000	246 254	161 032	24	79 153	81 855	65.4

Domestic Non-scheduled Services December 1979

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and Mail uplifted tonnes	Tonne-km available (000)	Tota (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	—	1	1	62	7	6	87.3	—	1	1	—	—	1	86.5
British Airways Helicopters	2	10	10	36	45	7	15.6	—	4	1	—	—	1	25.0
Air Freight	31	114	115	—	—	—	—	276	174	76	74	2	—	43.8
Air-Bridge Carriers	54	149	154	—	—	—	—	762	799	325	7	318	—	40.7
Alderney Air Ferries	6	49	33	177	54	22	40.0	—	5	2	—	—	2	38.6
Alldair	49	160	160	5 119	2 940	1 668	56.8	26	294	133	—	8	125	45.1
British Air Ferries	35	125	140	728	654	237	36.2	142	164	57	—	36	22	35.0
British Island Airways	54	123	189	526	299	131	44.0	188	251	105	32	62	11	41.9
British Midland Airways	2	6	7	437	179	178	99.8	—	14	14	—	—	14	98.0
Dan-Air Services	332	895	1 191	25 104	14 462	9 674	66.9	102	1 269	850	13	16	822	67.0
Express Air Services CI	34	207	149	107	73	57	77.6	565	160	98	—	93	5	61.2
General Aviation Services	6	29	29	—	—	—	—	49	20	10	—	10	—	50.0
Loganair	187	754	827	6 247	2 918	1 865	63.9	—	265	171	—	—	171	64.5
Southern Int-Air Transport	30	85	95	—	499	12	2.4	130	186	84	—	83	1	45.3
TOTAL	823	2 707	3 100	38 543	22 129	13 857	62.6	2 243	3 605	1 926	126	628	1 173	53.4
Class 5A Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL Excludes 5A Licence	823	2 707	3 100	38 543	22 129	13 857	62.6	2 243	3 605	1 926	126	628	1 173	53.4

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

Class 2 Licence Operations December 1979

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
Laker Airways	46	10	60	1 988	—	14 037	11 244	80·1	1 422	900	63·3
TOTAL	46	10	60	1 988	—	14 037	11 244	80·1	1 422	900	63·3

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	28	8	39	2 087	9 960	7 423	74·5	996	692	69·4	—	—
British Airtours	394	202	639	22 844	74 484	44 091	59·2	6 778	3 776	55·7	—	—
British Caledonian Airways	146	168	289	13 844	17 107	11 642	68·1	1 618	1 001	61·9	—	—
Air Europe	484	252	763	24 352	62 942	48 574	77·2	5 955	3 886	65·2	—	—
Britannia Airways	3 183	1 630	5 092	151 111	413 842	296 495	71·6	35 192	25 205	71·6	—	—
British Island Airways	133	125	246	8 387	11 872	8 421	70·9	1 071	716	66·8	—	—
Dan-Air Services	1 496	1 114	2 520	91 238	177 148	126 467	71·4	14 189	10 121	71·3	—	—
Laker Airways	731	392	1 041	39 247	96 073	70 847	73·8	9 110	5 668	62·3	—	—
Monarch Airlines	715	387	1 110	40 453	112 855	78 859	69·9	10 983	7 144	65·0	—	13 926
TOTAL International Services	7 312	4 278	11 738	393 563	976 282	692 821	71·0	85 893	58 208	67·8	—	13 926
Domestic Services												
Alderney Air Ferries	6	47	31	173	52	21	40·9	4	2	39·7	—	—
British Island Airways	1	1	1	72	51	41	80·9	5	4	76·3	—	—
TOTAL Domestic Services	6	48	33	245	103	63	60·8	9	5	58·7	—	—
GRAND TOTAL	7 318	4 326	11 771	393 808	976 385	692 884	71·0	85 902	58 213	67·8	—	13 926

All Class 4 Licence Operations December 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	1	2	3	—	189	131	125	95.5	13	11	85.4
British Airtours	43	9	48	—	488	8 218	5 301	64.5	748	466	62.4
British Caledonian Airways	18	28	38	—	2 197	1 888	1 385	73.4	189	119	63.1
Britannia Airways	9	6	12	—	699	1 117	1 003	89.8	95	85	89.5
British Island Airways	11	6	19	—	370	1 017	719	70.7	91	61	66.8
British Midland Airways	2	6	7	—	437	179	178	99.8	14	14	98.0
Dan-Air Services	430	177	640	—	14 988	54 851	39 916	72.8	4 399	3 194	72.6
Express Air Services C.I.	1	3	2	—	107	30	22	71.3	3	2	60.0
Laker Airways	22	31	42	—	2 232	1 926	1 570	81.6	173	125	72.3
Monarch Airlines	210	161	372	13 926	971	27 709	19 680	71.0	2 708	1 782	65.8
TOTAL	748	429	1 181	13 926	22 678	97 064	69 900	72.0	8 433	5 859	69.5

International Class 4 Licence Operations December 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	1	2	3	—	189	131	125	95.5	13	11	85.4
British Airtours	43	9	48	—	488	8 218	5 301	64.5	748	466	62.4
British Caledonian Airways	18	28	38	—	2 197	1 888	1 385	73.4	189	119	63.1
Britannia Airways	9	6	12	—	699	1 117	1 003	89.8	95	85	89.5
British Island Airways	11	6	19	—	370	1 017	719	70.7	91	61	66.8
Dan-Air Services	429	175	638	—	14 900	54 831	39 899	72.8	4 397	3 192	72.6
Laker Airways	22	31	42	—	2 232	1 926	1 570	64.5	173	125	72.3
Monarch Airlines	210	161	372	13 926	971	27 709	19 680	71.0	2 708	1 782	65.8
TOTAL	744	418	1 171	13 926	22 046	96 835	69 682	72.0	8 414	5 842	69.5

Domestic Class 4 Licence Operations December 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	6	7	—	437	179	178	99.8	14	14	98.0
Dan-Air Services	—	2	2	—	88	19	18	91.7	2	2	90.2
Express Air Services C.I.	1	3	2	—	107	30	22	71.3	3	2	60.0
TOTAL	4	11	10	—	632	228	217	94.5	19	17	90.9

All Class 6 Licence Operations December 1979

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	218	83	335	937	7 419	5 409	—	5 408	72.9
Air Freight	39	147	154	368	203	96	73	23	47.6
Air-Bridge Carriers	130	242	338	1 479	2 061	884	4	878	42.9
British Air Ferries	20	79	81	142	100	36	—	35	35.5
British Cargo Airlines	1 082	396	1 495	4 762	42 679	32 695	—	32 694	76.6
Dan-Air Services	8	40	31	59	42	13	12	—	30.0
General Aviation Services	8	21	41	15	28	9	—	9	32.5
Invicta International Airlines	54	49	125	394	891	437	—	436	49.0
Redcoat Air Cargo	132	58	295	323	2 313	1 393	—	1 392	60.2
Southern Int-Air Transport	21	38	62	130	137	73	—	72	53.4
Tradewinds Airways	543	195	794	2 535	21 924	12 883	—	12 882	58.8
Transmeridian Air Cargo	240	104	505	924	6 594	4 565	—	4 565	69.2
TOTAL	2 495	1 452	4 254	12 067	84 390	58 491	91	58 399	69.3

International Class 6 Licence Operations December 1979

Table 27.2

	Aircraft - km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Caledonian Airways	218	83	335	937	7 419	5 409	—	5 408	72.9
Air Freight	8	35	42	97	33	23	—	23	69.8
Air-Bridge Carriers	80	110	201	717	1 316	567	—	567	43.1
British Cargo Airlines	1 082	396	1 495	4 762	42 679	32 695	—	32 694	76.6
General Aviation Services	5	10	28	11	19	7	—	7	37.7
Invicta International Airlines	54	49	125	394	891	437	—	436	49.0
Redcoat Air Cargo	132	58	295	323	2 313	1 393	—	1 392	60.2
Tradewinds Airways	543	195	794	2 535	21 924	12 883	—	12 882	58.8
Transmeridian Air Cargo	240	104	505	924	6 594	4 565	—	4 565	69.2
TOTAL	2 363	1 040	3 818	10 700	83 187	57 978	—	57 977	69.7

Domestic Class 6 Licence Operations December 1979

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo & Mail Uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	30	112	112	271	170	73	73	—	43.3
Air-Bridge Carriers	50	132	137	762	745	316	4	311	42.4
British Air Ferries	20	79	81	142	100	36	—	35	35.5
Dan-Air Services	8	40	31	59	42	13	12	—	30.0
General Aviation Services	3	11	13	4	9	2	—	2	21.5
Southern Int-Air Transport	21	38	62	130	137	73	—	72	53.4
TOTAL	132	412	435	1 368	1 202	513	90	421	42.6

All Class 7 Licence Operations December 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 Helicopters	466	2 849	2 313	29 434	10 153	4 975	49.0	240	995	440	42	398	44.2
B.E.A.S.	76	3 134	511	15 371	836	367	43.9	59	76	35	2	33	46.1
Bristow Helicopters	599	3 462	3 543	29 812	10 461	5 494	52.5	185	886	532	35	497	60.0
Gleneagle Helicopters	1	5	5	12	7	2	28.6	—	1	1	—	1	100.0
Management Aviation	82	1 265	405	4 288	511	306	59.9	20	52	30	2	29	57.7
North Scottish Helicopters	162	1 714	803	5 677	1 638	667	40.7	—	96	51	—	51	53.1
TOTAL	1 386	12 429	7 579	84 594	23 606	11 811	50.0	503	2 106	1 089	80	1 009	51.6

International Class 7 Licence Operations December 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 Helicopters	464	2 839	2 303	29 398	10 108	4 968	49.1	240	991	439	42	397	44.3
B.E.A.S.	76	3 134	511	15 371	836	367	43.9	59	76	35	2	33	46.1
Bristow Helicopters	599	3 462	3 543	29 812	10 461	5 494	52.5	185	886	532	35	497	60.0
Gleneagle Helicopters	1	5	5	12	7	2	28.6	—	1	1	—	1	100.0
Management Aviation	82	1 265	405	4 288	511	306	59.9	20	52	30	2	29	57.7
North Scottish Helicopters	162	1 714	803	5 677	1 638	667	40.7	—	96	51	—	51	53.1
TOTAL	1 384	12 419	7 569	84 558	23 561	11 804	50.1	502	2 102	1 088	80	1 008	51.8

Domestic Class 7 Licence Operations December 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	2	10	10	36	45	7	15.6	—	4	1	—	1	25.0
TOTAL	2	10	10	36	45	7	15.6	—	4	1	—	1	25.0

All Exempt Operations December 1979

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of* passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	81	25	289	3 894	17 344	13 111	75.6	554	2 969	1 961	20	745	1 197	66.1
British Airtours	350	141	555	623	66 241	35 086	53.0	—	6 028	3 047	—	—	3 047	50.5
British Caledonian Airways	61	23	86	451	1 882	1 147	60.9	591	2 027	1 762	—	1 659	103	86.9
Air Europe	12	7	19	—	1 570	1 019	64.9	—	149	82	—	—	82	54.9
Air Freight	23	63	79	—	—	—	—	6	134	69	2	67	—	51.7
Air-Bridge Carriers	22	31	54	—	—	—	—	—	374	165	—	165	—	44.1
Alderney Air Ferries	—	3	2	6	3	1	22.2	—	—	—	—	—	—	16.6
Alidair	51	163	167	5 293	3 084	1 808	58.6	27	308	143	—	8	135	46.4
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—	35.3
Britannia Airways	71	109	123	11 030	9 215	7 310	79.3	—	784	618	—	—	618	78.9
British Air Ferries	45	110	143	1 152	1 204	433	35.9	14	150	51	—	12	39	34.1
British Cargo Airlines	35	15	54	—	—	—	—	—	1 380	640	—	640	—	46.4
British Island Airways	117	299	430	702	353	173	48.8	499	540	225	35	175	15	41.6
British Midland Airways	777	525	1 172	—	95 658	53 823	56.3	—	20 621	8 398	—	4 202	4 196	40.7
Dan-Air Services	461	933	1 378	28 553	30 700	20 353	66.3	43	2 532	1 695	—	16	1 679	66.9
Express Air Services CI	35	209	151	—	132	66	50.3	569	164	99	—	93	5	60.0
General Aviation Services	12	43	58	—	—	—	—	87	42	23	—	23	—	54.4
Guernsey Airlines	6	12	20	227	383	206	53.9	—	38	15	—	—	15	40.3
Invicta International Airlines	10	4	21	—	—	—	—	—	158	94	—	94	—	59.1
Laker Airways	374	103	503	4 942	100 541	63 855	63.5	—	10 168	5 109	—	—	5 109	50.2
Loganair	187	754	827	6 247	2 918	1 865	63.9	—	265	171	—	—	171	64.5
Monarch Airlines	72	46	83	—	12 039	6 190	51.4	—	1 171	561	—	—	561	47.9
Pelican Air Transport	41	13	57	—	—	—	—	189	1 724	1 180	—	1 180	—	68.5
Scimitar Airlines	275	109	384	—	—	—	—	—	10 747	9 527	—	9 527	—	88.7
Southern Int-Air Transport	35	144	120	—	2 390	893	37.3	6	189	88	—	13	75	46.5
Tradewinds Airways	47	16	68	—	—	—	—	—	1 871	1 153	—	1 153	—	61.6
Transmeridian Air Cargo	119	34	192	—	—	—	—	90	3 072	1 531	—	1 531	—	49.8
TOTAL	3 324	3 940	7 042	63 120	345 668	207 341	60.0	2 673	67 607	38 406	57	21 302	17 047	56.8

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

International Exempt Operations December 1979

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of* passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* & Mail uplifted tonnes	Tonne-km available (000)	Tota (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	81	24	289	3 832	17 336	13 104	75.6	554	2 969	1 961	20	745	1 196		66.0
British Airtours	350	141	555	623	66 241	35 086	53.0	—	6 028	3 047	—	—	3 047		50.5
British Caledonian Airways	61	23	86	451	1 882	1 147	60.9	591	2 027	1 762	—	1 659	103		86.9
Air Europe	12	7	19	—	1 570	1 019	64.9	—	149	82	—	—	82		54.9
Air Freight	23	61	77	—	—	—	—	—	129	66	—	66	—		51.4
Air-Bridge Carriers	18	14	37	—	—	—	—	—	321	157	—	157	—		48.8
Alderney Air Ferries	—	1	—	2	—	—	22.2	—	—	—	—	—	—		28.6
Alldair	2	3	7	174	144	140	97.1	—	14	10	—	—	10		72.1
Aurigny Air Services	1	6	6	—	11	4	34.4	—	1	—	—	—	—		35.3
Britannia Airways	71	109	123	11 030	9 215	7 310	79.3	—	784	618	—	—	618		78.9
British Air Ferries	30	64	83	424	550	196	35.6	13	87	30	—	12	18		34.2
British Cargo Airlines	35	15	54	—	—	—	—	—	1 380	640	—	640	—		46.4
British Island Airways	64	177	242	248	106	83	77.8	310	294	123	3	113	7		41.9
British Midland Airways	777	525	1 172	—	95 658	53 823	56.3	—	20 621	8 398	—	4 202	4 196		40.7
Dan-Air Services	137	80	220	3 537	16 258	10 697	65.8	—	1 307	859	—	—	859		65.7
Express Air Services C.I.	1	5	3	—	89	31	35.2	4	8	3	—	—	2		34.4
General Aviation Services	9	25	42	—	—	—	—	42	32	15	—	15	—		47.7
Guernsey Airlines	6	12	20	227	383	206	53.9	—	38	15	—	—	15		40.3
Invicta International Airlines	10	4	21	—	—	—	—	—	158	94	—	94	—		59.1
Laker Airways	374	103	503	4 942	100 541	63 855	63.5	—	10 168	5 109	—	—	5 109		50.2
Monarch Airlines	72	46	83	—	12 039	6 190	51.4	—	1 171	561	—	—	561		47.9
Pelican Air Transport	41	13	57	—	—	—	—	189	1 724	1 180	—	1 180	—		68.5
Scimitar Airlines	275	109	384	—	—	—	—	—	10 747	9 527	—	9 527	—		88.7
Southern Int-Air Transport	27	97	87	—	1 891	881	46.6	6	139	76	—	3	74		54.9
Tradewinds Airways	47	16	68	—	—	—	—	—	1 871	1 153	—	1 153	—		61.6
Transmeridian Air Cargo	119	34	192	—	—	—	—	90	3 072	1 531	—	1 531	—		49.8
TOTAL	2 645	1 714	4 430	25 490	323 915	193 772	59.8	1 798	65 237	37 016	23	21 096	15 897		56.7

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

Domestic Exempt Operations December 1979

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of* passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	—	1	1	62	7	6	87.3	—	1	1	—	—	1		86.5
Air Freight	1	2	3	—	—	—	—	6	5	3	2	1	—		60.9
Air-Bridge Carriers	4	17	17	—	—	—	—	—	54	9	—	9	—		16.0
Alderney Air Ferries	—	2	2	4	3	1	22.2	—	—	—	—	—	—		14.3
Alldair	49	160	160	5 119	2 940	1 668	56.8	27	294	133	—	8	125		45.1
British Air Ferries	15	46	60	728	654	237	36.2	1	64	22	—	—	22		34.1
British Island Airways	54	122	188	454	247	90	36.4	188	247	102	32	62	8		41.3
Dan-Air Services	324	853	1 158	25 016	14 443	9 656	66.9	43	1 225	836	—	16	821		68.2
Express Air Services C.I.	33	204	148	—	43	35	82.1	565	157	96	—	93	3		61.2
General Aviation Services	3	18	16	—	—	—	—	46	10	8	—	8	—		74.8
Loganair	187	754	827	6 247	2 918	1 865	63.9	—	265	171	—	—	171		64.5
Southern Int-Air Transport	9	47	34	—	499	12	2.4	—	50	12	—	10	1		23.0
TOTAL	679	2 226	2 612	37 630	21 753	13 570	62.4	875	2 370	1 390	34	207	1 150		58.6

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

£ Class 5 Operations for UK Operators December 1979

Table 30

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo & Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
Britannia Airways	48	26	74	1 983	6 272	3 679	58.7	..	534	313	—	—	313	58.6
TOTAL	48	26	74	1 983	6 272	3 679	58.7	..	534	313	—	—	313	58.6

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

Aircraft Type and Utilisation—All Airlines December 1979

Table 31.1

	Aircraft—km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1979	Daily utilisation per aircraft (hrs) Quarter ended December 1979
Aerospatiale SA330J Puma	134	613 —	657 —	6 739	1 374	7	3.3
Aerospatiale SA-365 Dauphin	29	246 36	121 4	1 472	165	(d) 1	(d) 2.7
Aviation Traders Merchantman	116	— 144	— 257	—	—	4	3.0
AW650 Argosy	50	— 144	— 169	—	—	3	1.7
BAC 111-200	631	1 450 —	1 515 —	52 634	24 611	9	5.8
BAC 111-300/400	1 693	1 734 —	2 943 —	88 665	93 141	21	6.0
BAC 111-500	2 891	4 526 41	5 793 49	279 573	184 950	36	6.2
BAC/Aerospatiale Concorde	845	150 —	596 —	7 598	46 125	5	4.4
Bell 212 Twin	105	3 603 —	689 —	18 064	515	(c) 10	(c) 2.5
Boeing 707 120/120B	—	— —	— —	—	—	(b) —	(b) 6.3
Boeing 707-320C/336	5 097	1 130 714	4 220 2 911	40 438	268 323	31	8.1
Boeing 707-420	883	418 —	1 464 —	31 159	93 888	8	7.7
Boeing 720/720B	664	314 —	936 —	29 535	73 494	6	5.8
Boeing 727-100	1 032	496 —	1 536 —	43 817	99 220	8	7.5
Boeing 737-200	3 807	2 030 —	6 082 —	189 175	358 081	22	10.4
Boeing 747-100	4 928	1 217 —	6 382 —	158 455	1 247 190	18	11.5
Boeing 747-200	2 430	436 —	3 106 —	76 965	689 029	8	11.9
Bristol Britannia 300	196	— 111	— 441	—	—	4	3.8
Britten-Norman Islander	120	1 548 —	590 —	6 042	457	13	1.7
Britten-Norman Trislander	136	1 709 —	734 —	15 014	1 081	13	2.1
Canadair CL 44	430	— 169	— 832	—	—	8	4.4
Cessna 404 Titan	—	— —	— —	—	—	2	4.5
DC3 Dakota/Pionair	42	— 172	— 219	—	—	8	1.0
DH 106 Comet 4B/C	65	42 —	113 —	3 738	5 892	3	2.2
DHC 6 Twin-Otter	291	1 171 —	1 332 —	9 478	2 812	(a) 10	(a) 4.5
Embraer Bandeirante	145	603 —	525 —	3 264	797	(a) 4	(a) 5.0
Fairchild Hillier FH227B	65	— 226	— 236	—	—	2	3.8
Fokker F28 2000-6000	225	523 —	439 —	10 264	6 741	2	7.5
Fokker Friendship 100/600	313	1 165 —	987 —	15 727	5 779	9	4.7
Hawker Siddeley 125	14	28 —	25 —	45	29	1	1.2
Hawker Siddeley 121 Trident 1C	336	724 —	802 —	45 754	21 365	11	2.9
Hawker Siddeley 121 Trident 1E	319	615 —	558 —	46 532	23 984	4	5.7
Hawker Siddeley 121 Trident 2E	1 592	1 580 —	3 075 —	99 281	96 034	16	6.3
Hawker Siddeley 121 Trident 3B	1 974	2 952 —	3 676 —	256 430	166 296	25	5.4
HP Herald 100/200	699	1 809 810	1 835 874	39 331	9 678	32	3.6
HS 748	508	1 520 39	1 811 30	38 113	13 706	20	3.8
Lockheed L1011 Tristar	978	594 —	1 553 —	87 337	149 300	9	5.7
Lockheed L-1011-500 Tristar	844	262 —	1 243 —	20 914	111 673	4	10.0
MBB BO 105	178	2 496 34	887 5	7 488	533	(d) 3	(d) 3.1
McDonnell-Douglas DC10-10	1 245	257 —	1 526 —	48 422	260 169	6	11.3
McDonnell-Douglas DC8-54F/55F	810	— 290	— 1 115	—	—	6	6.1
McDonnell-Douglas DC9-10 to 40	82	238 —	212 —	10 021	3 437	3	4.8
McDonnell-Douglas DC-10-30	1 169	280 —	1 485 —	23 820	155 072	5	11.4
Piper PA 23 Aztec (and Apache)	—	— —	— —	—	—	1	0.2
Piper PA31 Navajo (all Series)	38	159 —	141 —	773	188	(a) 10	(a) 1.4
Short SD-330	16	86 —	75 —	19	124	1	2.9
Sikorsky S61N	908	5 225 —	4 973 —	53 909	9 254	(d) 45	(d) 3.6
Sikorsky S.58T	20	82 30	118 11	416	87	3	1.2
Vickers Super VC10	1 835	626 —	2 849 —	31 048	171 072	15	6.8
Vickers Viscount 700	58	175 —	187 —	5 520	2 015	5	1.6
Vickers Viscount 700D/800/810	1 128	4 071 42	3 847 70	124 161	38 365	36	4.3
Westland Wessex	40	705 —	285 —	3 573	202	4	3.6
TOTAL	421 54	49 608 3 002	71 923 7 223	2 030 723	4 436 245	540	5.4

(a) Excludes Air Ecosse

(b) Excludes Air Transcontinental

(c) Excludes Gleneagle Helicopters

(d) Excludes North Scottish Helicopters

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Aircraft Type and Utilisation—Individual Airlines Table 31.2

December 1979

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
British Airways							
HS 748	65	259 —	242 —	5 791	1 549	2	4.3
Vickers Viscount 700D/800/810	606	2 316 —	2 175 —	82 789	23 544	20	3.9
BAC 111-300/400	407	759 —	886 —	31 817	15 440	7	5.5
BAC 111-500	1 421	2 852 —	2 957 —	170 023	79 561	18	6.1
Hawker Siddeley 121 Trident 2E	1 592	1 580 —	3 075 —	99 281	96 034	16	6.3
Aviation Traders Merchantman	14	— 15	— 34	—	—	1	3.0
Hawker Siddeley 121 Trident 1C	336	724 —	802 —	45 754	21 365	11	2.9
Hawker Siddeley 121 Trident 3B	1 974	2 952 —	3 676 —	256 430	166 296	25	5.4
Hawker Siddeley 121 Trident 1E	319	615 —	558 —	46 532	23 984	4	5.7
Vickers Super VC10	1 835	626 —	2 849 —	31 048	171 072	15	6.8
Lockheed L1011 Tristar	978	594 —	1 553 —	87 337	149 300	9	5.7
Boeing 707-320C/336	2 024	343 236	1 826 995	21 445	120 878	11	8.8
Lockheed L-1011-500 Tristar	844	262 —	1 243 —	20 914	111 673	4	10.0
Boeing 747-100	4 928	1 217 —	6 382 —	158 455	1 247 900	18	11.5
Boeing 747-200	2 430	436 —	3 106 —	76 965	689 029	8	11.9
BAC/Aerospatiale Concorde	845	150 —	596 —	7 598	46 125	5	4.4
TOTAL	20 618	15 685 251	31 926 1 029	1 142 179	2 963 039	174	6.5
British Airtours							
Boeing 707-420	883	418 —	1 464 —	31 159	93 888	8	7.7
TOTAL	883	418 —	1 464 —	31 159	93 888	8	7.7
British Airways Helicopters							
Sikorsky S61N	461	2 649 —	2 287 —	29 159	5 005	24	3.3
Bell 212 Twin	11	304 —	62 —	1 994	75	2	1.8
TOTAL	472	2 953 —	2 349 —	31 153	5 080	26	3.1
British Caledonian Airways							
Piper PA31 Navajo (all Series)	—	— —	— —	—	—	1	1.5
BAC 111-200	496	1 240 —	1 220 —	44 077	19 450	7	6.0
BAC 111-500	654	960 41	1 319 49	48 134	33 126	8	6.6
Boeing 707-320C/336	1 267	267 117	1 205 510	14 514	68 800	7	8.1
McDonnell-Douglas DC-10-30	1 169	280 —	1 485 —	23 820	155 072	4	11.9
Sikorsky S61N	21	537 —	134 —	5 348	214	1	4.3
TOTAL	3 607	3 284 158	5 363 559	135 893	276 661	28	7.3
Air Anglia							
Fokker Friendship 100/600	313	1 165 —	987 —	15 727	5 779	9	4.7
Fokker F28 2000-6000	225	523 —	439 —	10 264	6 741	2	7.5
Piper PA31 Navajo (all Series)	31	128 —	115 —	637	160	7	1.2
Embraer Bandeirante	41	176 —	134 —	621	184	2	1.8
TOTAL	610	1 992 —	1 675 —	27 249	12 864	20	3.5
Air Ecosse							
DHC 6 Twin-Otter	—	2 —	1 —	16	2	..	..
Piper PA31 Navajo (all Series)	1	5 —	3 —	29	4	..	..
Embraer Bandeirante	28	176 —	89 —	1 396	220	..	..
TOTAL	29	183 —	93 —	1 441	226	..	..
Air Europe							
Boeing 737-200	496	259 —	782 —	24 352	49 593	3	10.6
TOTAL	496	259 —	782 —	24 352	49 593	3	10.6
Air Freight							
DC3 Dakota/Pionair	16	— 70	— 84	—	—	4	0.7
Fairchild Hillier FH227B	65	— 226	— 236	—	—	2	3.8
TOTAL	81	— 296	— 320	—	—	6	1.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
Air Kent									
Piper PA31 Navajo (all Series)	6	26	—	23	—	107	24	2	2.2
TOTAL	6	26	—	23	—	107	24	2	2.2
Air-Bridge Carriers									
AW650 Argosy	50	—	144	—	169	—	—	3	1.7
Aviation Traders Merchantman	102	—	129	—	223	—	—	3	3.1
TOTAL	152	—	273	—	392	—	—	6	2.2
Alderney Air Ferries									
Britten-Norman Islander	6	50	—	33	—	179	22	1	1.3
TOTAL	6	50	—	33	—	179	22	1	1.3
Alidair									
Vickers Viscount 700	51	163	—	167	—	5 293	1 808	4	1.6
TOTAL	51	163	—	167	—	5 293	1 808	4	1.6
Aurigny Air Services									
Britten-Norman Trislander	64	1 176	—	314	—	10 864	572	6	2.0
Britten-Norman Islander	5	67	—	23	—	221	17	2	0.6
TOTAL	69	1 243	—	337	—	11 085	589	8	1.7
British Executive Air Services									
Bell 212 Twin	76	3 134	—	511	—	15 371	367	5	3.8
TOTAL	76	3 134	—	—	511	15 371	367	5	3.8
Bristow Helicopters									
Sikorsky S61N	394	1 935	—	2 394	—	18 602	3 787	20	3.9
Westland Wessex	40	705	—	285	—	3 573	202	4	3.6
Sikorsky S.58T	14	49	—	96	—	211	60	2	1.5
Aerospatiale SA330J Puma	134	613	—	657	—	6 739	1 374	7	3.3
Bell 212 Twin	17	160	—	111	—	687	71	3	0.6
TOTAL	599	3 462	—	3 543	—	29 812	54 94	36	3.4
Britannia Airways									
Boeing 737-200	3 311	1 771	—	5 300	—	164 823	308 488	19	10.4
TOTAL	3 311	1 771	—	5 300	—	164 823	308 488	19	10.4
British Air Ferries									
HP Herald 100/200	51	71	90	94	105	1 107	404	7	0.8
Hawker Siddeley 125	14	28	—	25	45	29	1	1	1.2
TOTAL	65	99	90	119	105	1 152	433	8	0.8
British Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	810	—	290	—	1 115	—	—	6	6.1
TOTAL	810	—	290	—	1 115	—	—	6	6.1
British Island Airways									
HP Herald 100/200	587	1 645	556	1 608	658	35 786	8 401	20	5.4
Embraer Bandeirante	75	251	—	302	—	1 247	393	2	9.0
BAC 111-300/400	146	134	—	267	—	8 916	9 195	4	5.0
Cessna 404 Titan	—	—	—	—	—	—	—	2	4.5
TOTAL	808	2 030	556	2 177	658	45 949	17 989	28	5.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
British Midland Airways									
Vickers Viscount 700D/800/810	410	1 459	—	1 399	—	39 059	12 661	10	5.2
McDonnell-Douglas DC9-10 to 40	82	238	—	212	—	10 021	3 437	3	4.8
Boeing 707-320C/336	777	464	61	920	252	—	53 823	5	6.8
TOTAL	1 269	2 161	61	2 531	252	49 080	69 921	18	5.6
Brymon Airways									
HP Herald 100/200	31	80	—	119	—	2 012	737	1	2.8
Britten-Norman Islander	—	—	—	—	—	—	—	—	1.9
DHC 6 Twin-Otter	113	523	—	537	—	3 192	751	3	6.1
TOTAL	144	603	—	656	—	5 204	1 488	4	4.9
Dan-Air Services									
HS 748	443	1 261	39	1 569	30	32 322	12 157	18	3.7
Vickers Viscount 700D/800/810	51	143	—	149	—	2 148	1 141	2	3.8
BAC 111-200	135	210	—	295	—	8 557	5 161	2	4.9
BAC 111-300/400	514	494	—	907	—	27 052	31 237	5	6.2
BAC 111-500	483	434	—	888	—	35 601	41 028	7	5.8
DH 106 Comet 4B/C	65	42	—	113	—	3 738	5 892	3	2.2
Boeing 727-100	1 032	496	—	1 536	—	43 817	99 220	8	7.5
TOTAL	2 722	3 080	39	5 457	30	153 235	195 835	45	4.8
Express Air Services CI..									
DC3 Dakota/Pionair	6	—	38	—	36	—	—	2	2.4
HP Herald 100/200	31	13	164	14	111	426	136	4	1.4
Vickers Viscount 700D/800/810	4	13	—	11	—	165	128	3	3.8
TOTAL	41	26	202	25	147	591	264	9	1.6
General Aviation Services									
DC3 Dakota/Pionair	20	—	64	—	99	—	—	2	2.1
Douglas DC6A/6B/6C	—	—	—	—	—	—	—	—	2.5
TOTAL	20	—	64	—	99	—	—	2	2.3
Gleneagle Helicopters									
Bell 212 Twin	1	5	—	5	—	12	2	..	..
TOTAL	1	5	—	5	—	12	2	..	..
Guernsey Airlines									
Vickers Viscount 700	6	12	—	20	—	227	206	1	1.3
TOTAL	6	12	—	20	—	227	206	1	1.3
Haywards Aviation									
Britten-Norman Islander	6	38	—	29	—	147	24	1	0.9
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.2
TOTAL	6	38	—	29	—	147	24	2	0.5
Intra Airways									
DC3 Dakota/Pionair	—	—	—	—	—	—	—	—	1.0
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.8
TOTAL	—	—	—	—	—	—	—	—	1.5
Invicta International Airlines									
Bristol Britannia 300	64	—	53	—	146	—	—	2	2.4
TOTAL	64	—	53	—	146	—	—	2	2.4
Jersey European Airways									
Britten-Norman Islander	19	236	—	107	—	1 342	104	2	1.7
TOTAL	19	236	—	107	—	1 342	104	2	1.7

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 September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
Laker Airways									
BAC 111-300/400	627	347	—	883	—	20 880	37 270	5	6.8
McDonnell-Douglas DC10-10	1 245	257	—	1 526	—	48 422	260 169	6	11.3
Boeing 707-320C/336	201	56	—	269	—	4 479	24 822	2	8.9
McDonnell-Douglas DC10-30	—	—	—	—	—	—	—	1	0.0
TOTAL	2 073	660	—	2 678	73 781	—	322 260	14	9.1
Loganair									
Britten-Norman Trislander	72	533	—	420	—	4 150	508	7	2.2
Britten-Norman Islander	84	1 157	—	398	—	4 153	290	7	2.1
DHC 6 Twin-Otter	179	646	—	794	—	6 270	2 058	7	3.8
Short SD-330	16	86	—	75	—	19	124	1	2.9
TOTAL	352	2 422	—	1 687	—	14 592	2 981	22	2.7
Management Aviation									
Sikorsky S.58T	6	33	30	22	11	205	27	1	1.3
MBB BO 105	56	903	34	276	5	2 709	165	3	3.1
Aerospatiale SA-365 Dauphin	20	229	36	87	4	1 374	114	1	2.7
TOTAL	82	1 165	100	385	20	4 288	306	5	2.7
Monarch Airlines									
BAC 111-500	333	280	—	629	—	25 815	31 236	3	6.6
Boeing 720/720B	664	314	—	936	—	29 535	73 494	6	5.8
Boeing 707-120/120B	—	—	—	—	—	—	—	—	6.3
TOTAL	997	594	—	1 565	—	55 350	104 730	9	6.1
North Scottish Helicopters									
Sikorsky S61N	31	104	—	158	—	800	248	..	..
MBB BO 105	122	1 593	—	611	—	4 779	368	..	..
Aerospatiale SA-365 Dauphin	9	17	—	34	—	98	51	..	..
TOTAL	162	1 714	—	803	—	5 677	667	..	..
Pelican Air Transport									
Boeing 707-320C-336	41	—	13	—	57	—	—	1	7.3
TOTAL	41	—	13	—	57	—	—	1	7.3
Redcoat Air Cargo									
Bristol Britannia 300	132	—	58	—	295	—	—	2	5.3
TOTAL	132	—	58	—	295	—	—	2	5.3
Scimitar Airlines									
Boeing 707-320C/336	275	—	109	—	384	—	—	2	7.0
TOTAL	275	—	109	—	384	—	—	2	7.0
Southern Int-Air Transport									
Vickers Viscount 700/800/810	57	140	42	113	70	—	893	1	3.1
TOTAL	57	140	42	113	70	—	893	1	3.1
Tradewinds Airways									
Canadair CL 44	72	—	32	—	140	—	—	1	5.0
Boeing 707-320C/336	512	—	178	—	713	—	—	3	8.7
TOTAL	585	—	210	—	853	—	—	4	7.8
Transmeridian Air Cargo									
Canadair CL 44	358	—	137	—	692	—	—	7	4.3
TOTAL	458	—	137	—	692	—	—	7	4.3
GRAND TOTAL	42 154	49 608	3 002	71 923	7 223	2 030 723	4 436 245	540	5.4

Operations Subject to Variable Charge by Type of Licence December 1979

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations Own Aircraft					
Class 1	692 271	424 793	108 124	316 668	61.4
Class 2	1 422	900	—	900	63.2
Class 3	85 902	58 213	—	58 213	67.8
Class 4	8 407	5 848	—	5 848	67.8
Class 5A	534	313	—	313	58.6
Class 6	72 001	47 935	47 935	—	66.5
Class 7	2 106	1 075	80	995	51.0
TOTAL	862 643	539 077	156 139	382 937	62.5
Non-chargeable Operations					
Aircraft hired from Foreign Operators	12 994	7 328	1 947	5 381	56.3
Exempt Services	67 392	38 302	21 349	16 953	56.9
TOTAL	80 386	45 630	23 296	22 334	56.7
GRAND TOTAL	943 030	584 707	179 435	405 270	62.0

Output by Type of Licence and Aircraft Ownership December 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	692 271	324	12 415	705 009
Class 2	1 422	—	—	1 422
Class 3	85 902	—	—	85 902
Class 4	8 407	26	—	8 433
Class 6	72 001	11 979	409	84 389
Class 7	2 106	—	—	2 106
Exempt Services	67 392	44	171	67 607
TOTAL	929 501	12 374	12 994	954 868
Class 5A	534	—	—	534
TOTAL	534	—	—	534
GRAND TOTAL	930 035	12 374	12 994	955 402

Public Transport Air-Taxi Operations

Table 34

	October-December 1979	
	No. Flights	A/C Rev Hours
Aero Turbo Commander 680T	28	56.1
Beagle 206	16	16.3
Beech 76 Duchess	2	4.3
Beech 200 Super King Air	605	742.5
Beechcraft B55 Baron	16	15.9
Beechcraft B60 Duke	48	58.0
Beechcraft B80 Queen Air	32	42.5
Beechcraft B90 King Air	143	227.1
Bell 47G	11	7.8
Bell 206 Jetranger	1 672	1 137.4
Bell 212 Twin	6	5.0
Britten-Norman Islander	131	138.5
Britten-Norman Trislander	125	131.0
Cessna 172 Skyhawk	66	64.4
Cessna 206 Super Skywagon	78	23.0
Cessna 310/320	546	423.4
Cessna 401/402/411/414/421	791	914.9
Cessna 404 Titan	236	283.6
Cessna 500 Citation	121	144.4
Dassault M20/F20	192	260.4
DC3 Dakota/pionAIR	171	201.6
DHC 6 Twin Otter	338	382.3
Ecureil	103	164.8
Embraer Bandeirante	2 676	2 657.1
Enstrom F28A/280	45	22.5
HS 125	1 913	2 073.9
Hughes 269A (300)	71	65.8
Hughes 369 (500)	60	46.9
Jetstream	9	13.2
MBB BO 105	118	91.9
Partenavia P68B Victor	321	286.2
Piper PA23 Aztec (and Apache)	4 388	4 776.5
Piper PA28 (and PA32) Cherokee	19	23.7
Piper PA30/39 Twin Comanche	240	297.5
Piper PA31 Navajo (All Series)	2 951	3 522.2
Piper PA34-200 Seneca	171	174.6
Sikorsky S58T	9	18.5
Sikorsky S61N	6	7.7
Ted Smith Aerostar 601P	16	15.2
Turbo Commander	146	161.0
Westland S55 Whirlwind	10	12.0
ALL OPERATORS TOTAL	18 646	19 712.5

This information has been produced from quarterly returns provided by some 119 operators who are in possession of Air Operators Certificates.

Appendix A Definitions—UK Airport Statistics ^(a)

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

MOVEMENTS

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

PASSENGERS

Passengers	All revenue and non-revenue passengers on air transport movement flights.
A terminal passenger	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, one at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

CARGO

Cargo	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding passengers' and crews' permitted baggage and mail. When related to the activity at an airport it is usual to measure cargo as uplifted and set down. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage, diplomatic bags and passengers' and crews' permitted baggage.
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TYPES OF SERVICES

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

Appendix B Definitions—UK Airline Statistics ^(a)

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

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

Class 4 authorises other charter flights for the carriage of passengers (not being sole use charters);

Class 5 authorises substitute charter flights (except exempted operations) or other airlines using UK registered aircraft;

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

Class 7 authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

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

Exempt operations are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than

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

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

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

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

TYPES OF SERVICES

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

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

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Cabotage	here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics Cabotage is shown under International Services.)
Scheduled services	are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public.
Non-scheduled or charter services	include all air transport flights other than scheduled services.
Inclusive Tour Charter	means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip.
Advance Booking Charter	means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6 or Schedule 7 to Series 1 of the Authority's Official Record.
Sole-use Charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Separate Fare Charters	are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation, etc.

MEASURES AND THEIR COMPUTATION

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

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

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