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Civil Aviation Authority



CAA Monthly Statistics
(up to and including March 1979)

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Foreword

1 CONTENT

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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements.

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

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

| | | |
|------------------|---|---|
| Tonne | = | 1000 kilograms |
| 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)
Kingsway
London WC2B 6TE Ext. 2519 (Airport and Airpassenger 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—March 1979

Activity at UK Airports

Air transport movements during the month of March 1979 reached a level of 67 000 (1.7 per cent growth as compared with March, 1978); the proportion of all-freight movements was 5.6 per cent of the total. The London area airports accounted for 33 000 movements (6.5 per cent growth as compared with the same month in the previous year). Gatwick reported 1 198 additional movements (17.8 per cent growth), Heathrow reported 868 additional movements (4.1 per cent growth) and Stansted reported 47 additional movements (15.2 per cent growth). Both Southend and Luton reported falls in traffic (57 fewer movements; 5.1 per cent decline and 40 fewer movements; 2.4 per cent decline respectively). The number of air transport movements handled at airports outside the London area declined by 2.5 per cent to stand at 34 000. The proportion of all-freight movements was 5.0 per cent of the total. Liverpool, Birmingham and Glasgow reported the greatest increases (438 additional movements; 57.0 per cent growth, 386 additional movements; 19.4 per cent growth and 382 additional movements; 11.5 per cent growth respectively. Inverness reported the heaviest fall in air transport movements 255 fewer movements; 29.5 per cent decline) followed by Bournemouth with 193 fewer movements (24.9 per cent decline) and the Isles of Scilly with 62 fewer movements (23.7 per cent decline). Scheduled movements at UK airports rose by 1.3 per cent and charter movements by 17.7 per cent. The UK operators' share of scheduled traffic rose marginally to stand at 74.9 per cent of the total and their share of charter movements declined marginally to stand at 90.3 per cent of the total.

The number of terminal passengers reported by UK airports was 3.9 million, which represented a growth of 2.9 per cent as compared with March 1978. London area airports accounted for 2.7 million passengers (2.8 per cent growth as compared with the same month in the previous year). Gatwick reported 47 894 additional passengers (9.9 per cent growth), Heathrow reported 30 609 additional passengers (1.5 per cent growth), Stansted reported 3389 additional passengers (15.7 per cent growth) and Luton reported 305 additional passengers (marginal growth). Southend reported 7 655 fewer passengers (40.7 per cent decline). Outside the London area 1.1 million passengers used UK airports (3.3 per cent increase as compared with March 1978). Glasgow and Manchester reported the greatest increases in passengers handled (29 816 additional passengers; 19.5 per cent growth and 27 065 additional passengers; 13.3 per cent growth respectively) followed by Birmingham with 17 758 additional passengers (20.2 per cent growth).

Glamorgan, Bristol and Bournemouth reported the heaviest falls in the number of passengers handled, (5 569 fewer passengers; 27.0 per cent decline, 4 375 fewer passenger; 24.8 per cent decline and 3 286 fewer passengers; 23.7 per cent decline respectively). Passengers travelling on scheduled services at UK airports rose by 5.6 per cent and those travelling on charter services rose marginally. The UK operators' share of scheduled passengers rose marginally to stand at 66.8 per cent of the total and their share of charter passengers rose by 1.4 percentage points to stand at 85.1 per cent of the total.

2.8 million passengers travelled on international services during March 1979 (2.3 per cent growth as compared with March 1978). Scheduled services carried 4.1 per cent more passengers but charter services carried 2.3 per cent fewer passengers. The most heavily used scheduled services were those to the USA with 15.2 per cent of the total (17.3 per cent growth as compared with the same month in the previous year), followed by those to France with 11.2 per cent of the total (4.0 per cent growth) and those to Germany with 8.6 per cent of the total (11.5 per cent growth). The most heavily used charter services were those to Spain with 33.9 per cent of all international charter passengers (14.0 per cent growth) followed by those to Italy with 15.4 per cent of the total (2.1 per cent decline) and those to the Canary Islands with 8.7 per cent of the total (51.4 per cent growth). With the exception of services to the Channel Islands (which declined by 11.4 per cent) the number of passengers travelling on the main domestic flows increased, those on Glasgow services by 17.6 per cent, those on London services by 10.9 per cent, those on Edinburgh services by 7.3 per cent and those on Belfast services by 5.3 per cent. Passengers travelling on Isle of Man services increased marginally.

During March 1979 air freight handled at UK airports amounted to 72 000 tonnes (10.2 per cent growth as compared with March 1978) 39 000 tonnes of this travelled on all-freight services. At the London area airports, total tonnage handled rose by 10.7 per cent, amounting to 60 000 tonnes. Heathrow reported the greatest increase in tonnage handled, 7 426 additional tonnes (18.8 per cent growth) followed by Southend with 83 additional tonnes (14.3 per cent growth). Stansted, Luton and Gatwick each reported falls in tonnage handled (835 fewer tonnes; 31.8 per cent decline, 490 fewer tonnes; 52.5 per cent decline and 397 fewer tonnes; 3.9 per cent decline respectively). At airports outside the London area tonnage handled rose by 7.6 per cent to total 13 000 tonnes. Liverpool

reported the greatest increase in tonnage, 1 068 additional tonnes (more than one-fold growth) followed by Prestwick and Aberdeen (693 additional tonnes; 40·2 per cent growth and 110 additional tonnes; 21·4 per cent growth). Manchester and Glasgow reported the heaviest falls in tonnage (572 fewer tonnes; 24·2 per cent decrease and 345 fewer tonnes; 27·1 per cent decrease respectively) followed by Bournemouth (150 fewer tonnes; 14·4 per cent decrease). At UK airports freight carried on Scheduled services rose by 15·3 per cent whilst that carried on charter services declined by 6·1 per cent. The UK operators' share of scheduled tonnage fell by 1·0 percentage points to stand at 41·7 per cent of the total and their share of charter tonnage fell by 1·9 percentage points to stand at 85·5 per cent of the total.

Output of UK Airlines

The output of UK airlines for all services in March 1979 was 957 million available tonne-kilometres, an increase of 0·7 per cent on March 1978.

The scheduled service output of 664 million available tonne-kilometres was 0·5 per cent more than a year earlier. The overall load factor was 60·0 per cent, compared with 56·8 the previous year. Seat kilometres used were 61·3 per cent of those available. Seat factors on domestic and international scheduled services were 62·1 and 61·2 per cent respectively compared with 60·8 and 57·7 per cent a year earlier. The non-scheduled output of 294 million available tonne-kilometres was 2·1 per cent more than in March 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 7·8 and 90·3 million available tonne-kilometres respectively compared with 21·6 and 79·7 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 significant differences arise because airlines are not asked to report non-revenue passengers and cargo.

Size Structure of UK Airports and Airlines Year ended March 1979

Table 1

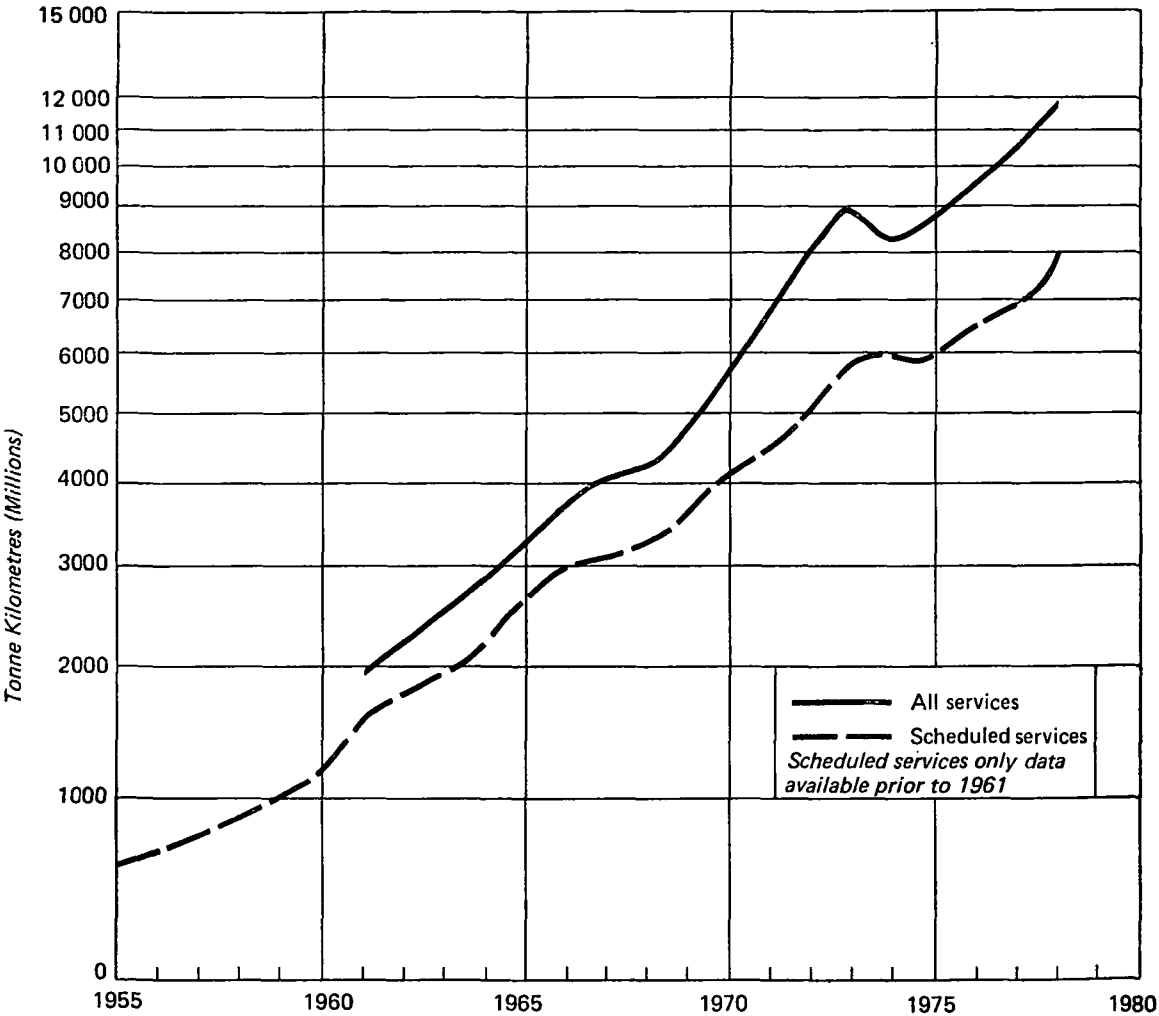
| Airports | Terminal passengers (000) | Percentage of passengers at all UK airports | Percentage of airports this size and smaller | Percentage of passengers at all UK airports this size and smaller |
|-------------------|---------------------------------|---|--|--|
| Heathrow | 26 574 | 50.43 | 100 | 100.00 |
| Gatwick | 7 970 | 15.12 | 98 | 49.57 |
| Manchester | 3 457 | 6.56 | 95 | 34.45 |
| Glasgow | 2 210 | 4.19 | 93 | 27.89 |
| Luton | 2 069 | 3.93 | 90 | 23.69 |
| Birmingham | 1 342 | 2.55 | 88 | 19.77 |
| Aberdeen | 1 209 | 2.29 | 86 | 17.22 |
| Belfast | 1 186 | 2.25 | 83 | 14.93 |
| Edinburgh | 1 156 | 2.19 | 81 | 12.68 |
| Newcastle | 766 | 1.45 | 79 | 10.48 |
| E. Midlands | 558 | 1.06 | 76 | 9.03 |
| Prestwick | 363 | 0.69 | 74 | 7.97 |
| Isle of Man | 344 | 0.65 | 71 | 7.28 |
| Liverpool | 332 | 0.63 | 69 | 6.63 |
| Stansted | 329 | 0.62 | 67 | 6.00 |
| Leeds/Bradford | 324 | 0.61 | 64 | 5.37 |
| Teesside | 296 | 0.56 | 62 | 4.76 |
| Southampton | 286 | 0.54 | 60 | 4.20 |
| Cardiff | 245 | 0.46 | 57 | 3.65 |
| Bristol | 231 | 0.44 | 55 | 3.19 |
| Southend | 220 | 0.42 | 52 | 2.75 |
| Other 21 Airports | 1 228 | 2.33 | 50 | 2.33 |

| 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 | 7 274 | 60.32 | 100 | 100.00 |
| British Caledonian | 975 | 8.03 | 97 | 39.68 |
| Laker Airways | 694 | 5.75 | 95 | 31.60 |
| Dan Air Services | 568 | 4.71 | 92 | 25.85 |
| I.A.S. Cargo Airlines | 492 | 4.08 | 89 | 21.14 |
| Britannia Airways | 449 | 3.72 | 86 | 17.06 |
| Transmeridian Air Cargo | 323 | 2.68 | 84 | 13.33 |
| Tradewinds Airways | 284 | 2.35 | 81 | 10.66 |
| British Midland Airways | 255 | 2.11 | 78 | 8.30 |
| British Airtours | 250 | 2.07 | 76 | 6.19 |
| Monarch Airlines | 189 | 1.57 | 73 | 4.11 |
| Pelican Air Transport | 91 | 0.75 | 70 | 2.55 |
| Air Anglia | 40 | 0.33 | 68 | 1.79 |
| British Island Airways | 32 | 0.27 | 65 | 1.46 |
| Scimitar Airlines | 25 | 0.21 | 62 | 1.19 |
| Redcoat Air Cargo | 21 | 0.17 | 59 | 0.99 |
| Air Bridge Carriers | 18 | 0.15 | 57 | 0.81 |
| British Air Ferries | 14 | 0.12 | 54 | 0.66 |
| British Airways Helicopters | 12 | 0.10 | 51 | 0.55 |
| Invicta International | 11 | 0.09 | 49 | 0.45 |
| Bristow Helicopters | 11 | 0.09 | 46 | 0.36 |
| Intra Airways | 10 | 0.08 | 43 | 0.27 |
| Others (15 airlines) | 22 | 0.18 | 41 | 0.18 |

NOTE: These figures do not include Sumburgh

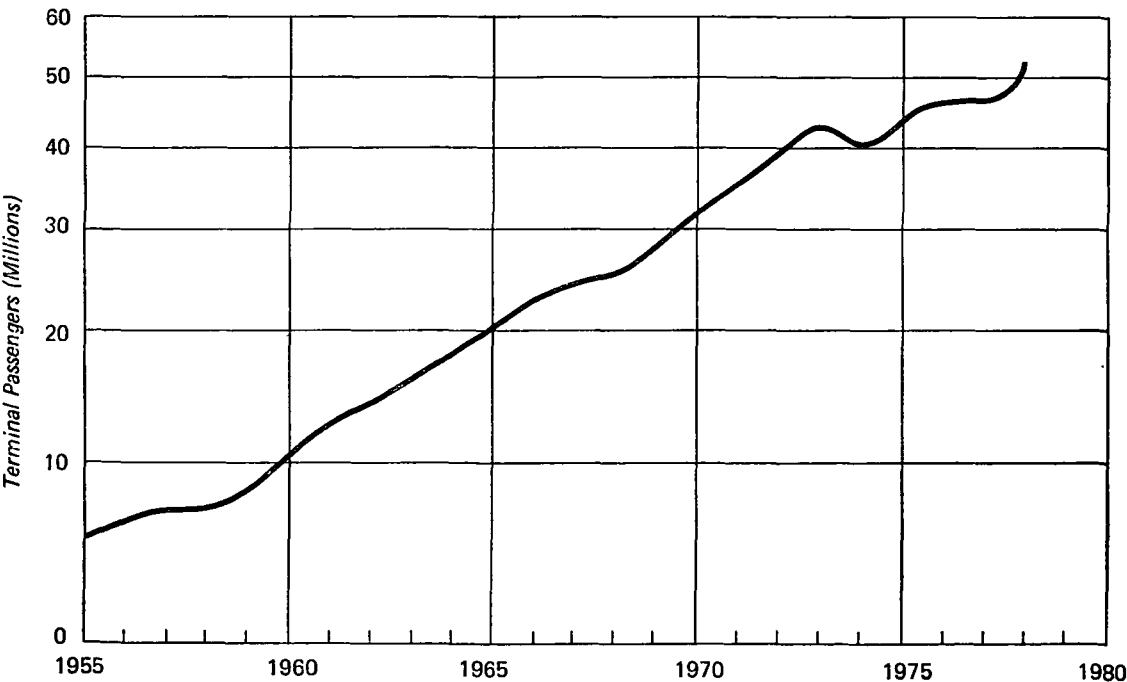
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

| | Airports | | | Airlines | | |
|---|-----------------------------|--|---------------------------------|--------------------|--|------------------------------------|
| | Total movements (000) | Air transport movements (000) | Terminal passengers (000) | Total (000 000) | Available tonne-km Scheduled services (000 000) | Non-sched services (000 000) |
| 1951 | 499 | 187 | 2 471 | .. | 355 | .. |
| 1952 | 514 | 195 | 2 776 | .. | 395 | .. |
| 1953 | 556 | 214 | 3 419 | .. | 445 | .. |
| 1954 | 559 | 232 | 4 004 | .. | 464 | .. |
| 1955 | 601 | 259 | 4 831 | .. | 575 | .. |
| 1956 | 602 | 293 | 5 617 | .. | 638 | .. |
| 1957 | 720 | 329 | 6 600 | .. | 729 | .. |
| 1958 | 719 | 340 | 6 761 | .. | 824 | .. |
| 1959 | 727 | 358 | 7 867 | .. | 941 | .. |
| 1960 | 754 | 402 | 10 075 | .. | 1 191 | .. |
| 1961 | 810 | 447 | 12 249 | 1 990 | 1 575 | 415 |
| 1962 | 800 | 449 | 13 793 | 2 215 | 1 784 | 431 |
| 1963 | 818 | 458 | 15 506 | 2 439 | 1 953 | 486 |
| 1964 | 884 | 480 | 17 649 | 2 879 | 2 275 | 604 |
| 1965 | 957 | 508 | 19 918 | 3 325 | 2 664 | 661 |
| 1966 | 1 093 | 556 | 22 582 | 3 851 | 2 993 | 858 |
| 1967 | 1 213 | 566 | 24 003 | 4 016 | 3 145 | 871 |
| 1968 | 1 279 | 560 | 24 845 | 4 214 | 3 256 | 958 |
| 1969 | 1 399 | 591 | 28 064 | 4 927 | 3 748 | 1 179 |
| 1970 | 1 468 | 607 | 31 606 | 5 782 | 4 129 | 1 653 |
| 1971 | 1 618 | 630 | 34 934 | 6 973 | 4 591 | 2 382 |
| 1972 | 1 733 | 669 | 39 125 | 8 249 | 5 399 | 2 850 |
| 1973 | 1 892 | 719 | 43 125 | 9 003 | 5 953 | 3 050 |
| 1974 | 1 849 | 710 | 40 082 | 8 287 | 5 747 | 2 540 |
| 1975 | 1 911 | 701 | 41 846 | 8 928 | 5 984 | 2 944 |
| 1976 | 1 896 | 740 | 44 666 | 9 727 | 6 602 | 3 125 |
| 1977 | 1 912 | 759 | 45 927 | 10 505 | 6 834 | 3 671 |
| 1978 | 1 981 | 827 | 52 160 | 11 970 | 8 095 | 3 875 |
| Year ended | | | | | | |
| March 1978 | 1 914 | 777 | 46 624 | 10 871 | 7 091 | 3 781 |
| March 1979 | 1 973 | 839 | 52 697 | 12 084 | 8 202 | 3 881 |
| Latest year's growth (percentages) | | | | | | |
| | 3.1 | 8.0 | 13.0 | 11.2 | 15.7 | 2.6 |
| Mean rates of growth (percentages) to 1978 | | | | | | |
| 20 years | 6.3 | 3.9 | 9.6 | .. | 10.8 | .. |
| 10 years | 3.7 | 3.4 | 5.9 | 8.8 | 7.9 | 11.3 |
| 5 years | 1.4 | 3.9 | 6.4 | 9.4 | 8.5 | 11.3 |

NOTE: From January 1978 these figures do not include Sumburgh

Use of UK Airports

Table 3

Main Categories of Operator and Service

| | Total | | UK Operators | | | | Foreign Operators | | | |
|------------------|----------------------------|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|---|---------------------------------|
| | A.T. movements (000) | Terminal passengers (000) | Scheduled A.T. movements (000) | Terminal passengers (000) | Non-scheduled A.T. movements (000) | Terminal passengers (000) | Scheduled A.T. movements (000) | Terminal passengers (000) | Non-scheduled A.T. movements (000) | Terminal passengers (000) |
| 1969 | 591.4 | 28 064.0 | 366.6 | 15 558.5 | 72.4 | 4 678.1 | 138.0 | 6 647.6 | 14.4 | 1 179.8 |
| 1970 | 606.7 | 31 606.5 | 360.4 | 16 265.7 | 87.9 | 6 215.6 | 142.2 | 7 841.3 | 16.3 | 1 283.8 |
| 1971 | 629.9 | 34 933.5 | 361.5 | 16 850.9 | 106.6 | 8 357.7 | 144.6 | 8 244.5 | 17.2 | 1 480.4 |
| 1972 | 669.3 | 39 125.4 | 384.7 | 18 788.5 | 119.2 | 9 495.8 | 144.9 | 9 144.0 | 20.5 | 1 697.0 |
| 1973 | 718.5 | 43 124.5 | 419.9 | 21 021.6 | 130.2 | 10 197.3 | 145.8 | 9 929.5 | 22.6 | 1 976.1 |
| 1974 | 710.1 | 40 082.4 | 420.9 | 20 391.1 | 122.7 | 7 996.8 | 148.6 | 10 125.0 | 17.9 | 1 569.5 |
| 1975 | 700.5 | 41 845.8 | 398.1 | 20 654.3 | 135.6 | 8 538.4 | 146.9 | 10 802.1 | 19.9 | 1 851.0 |
| 1976 | 739.9 | 44 665.8 | 412.9 | 21 721.8 | 153.0 | 8 902.2 | 150.0 | 11 865.2 | 23.9 | 2 176.6 |
| 1977 | 759.1 | 45 927.2 | 414.1 | 2 1172.1 | 174.2 | 9 318.5 | 145.8 | 13 042.1 | 25.0 | 2 394.7 |
| 1978 | 827.4 | 52 160.5 | 475.7 | 25 237.7 | 173.4 | 9 971.3 | 150.7 | 14 284.3 | 27.7 | 2 667.1 |
| | | | | | | | | | | |
| 1977 1st quarter | 159.7 | 8 971.6 | 90.9 | 4 705.1 | 32.5 | 1 490.0 | 33.1 | 2 540.4 | 3.2 | 236.1 |
| 2nd quarter | 198.7 | 11 900.7 | 108.5 | 5 308.5 | 44.5 | 2 448.6 | 38.9 | 3 487.3 | 6.7 | 656.4 |
| 3rd quarter | 224.2 | 15 008.5 | 117.8 | 6 278.4 | 55.8 | 3 533.9 | 40.6 | 4 109.5 | 9.9 | 1 086.8 |
| 4th quarter | 176.6 | 10 046.4 | 96.9 | 4 880.1 | 41.3 | 1 846.0 | 33.2 | 2 904.9 | 5.2 | 415.4 |
| | | | | | | | | | | |
| 1978 1st quarter | 177.7 | 9 668.6 | 100.3 | 4 988.5 | 40.7 | 1 763.7 | 32.8 | 2 647.9 | 3.9 | 268.5 |
| 2nd quarter | 216.3 | 13 473.7 | 123.9 | 6 508.4 | 46.8 | 2 666.8 | 38.3 | 3 599.6 | 7.3 | 699.0 |
| 3rd quarter | 244.2 | 17 409.2 | 137.4 | 7 789.7 | 52.6 | 3 654.1 | 43.1 | 4 707.6 | 11.2 | 1 257.9 |
| 4th quarter | 197.1 | 11 759.3 | 114.8 | 5 969.9 | 40.1 | 2 016.3 | 36.5 | 3 329.2 | 5.6 | 443.8 |
| | | | | | | | | | | |
| 1979 1st quarter | 181.2 | 10 055.1 | 107.0 | 5 202.8 | 36.9 | 1 804.2 | 33.2 | 2 783.6 | 4.0 | 264.5 |
| | | | | | | | | | | |
| 1977 October | 61.6 | 3 880.3 | 31.9 | 1 671.0 | 15.6 | 835.9 | 11.7 | 1 145.6 | 2.4 | 227.8 |
| November | 58.9 | 3 122.2 | 33.5 | 1 632.3 | 13.3 | 512.6 | 10.7 | 873.4 | 1.5 | 103.9 |
| December | 56.1 | 3 043.9 | 31.5 | 1 576.8 | 12.5 | 497.5 | 10.8 | 885.9 | 1.2 | 83.7 |
| | | | | | | | | | | |
| 1978 January | 57.9 | 3 101.0 | 32.6 | 1 590.0 | 12.8 | 531.1 | 11.2 | 907.4 | 1.1 | 72.4 |
| February | 57.9 | 2 785.4 | 30.8 | 1 467.0 | 12.0 | 499.4 | 10.2 | 756.3 | 1.0 | 62.7 |
| March | 65.8 | 3 782.2 | 36.8 | 1 931.4 | 15.9 | 733.2 | 11.4 | 984.1 | 1.8 | 133.4 |
| | | | | | | | | | | |
| October | 73.6 | 4 718.2 | 41.8 | 2 286.9 | 15.6 | 891.6 | 13.5 | 1 299.7 | 2.7 | 240.0 |
| November | 64.3 | 3 603.1 | 38.5 | 1 919.9 | 12.6 | 572.9 | 11.6 | 1 006.2 | 1.5 | 104.0 |
| December | 59.2 | 3 438.0 | 34.5 | 1 763.1 | 11.9 | 551.7 | 11.4 | 1 023.3 | 1.4 | 99.9 |
| | | | | | | | | | | |
| 1979 January | 58.0 | 3 171.2 | 33.1 | 1 564.2 | 12.5 | 554.8 | 11.1 | 974.6 | 1.3 | 77.6 |
| February | 56.2 | 2 991.0 | 33.9 | 1 588.0 | 10.9 | 550.3 | 10.4 | 787.8 | 1.1 | 64.9 |
| March | 67.0 | 3 892.9 | 40.0 | 2 050.6 | 13.6 | 699.0 | 11.8 | 1 021.2 | 1.6 | 122.0 |

NOTE: From January 1978 these figures do not include Sumburgh

Movements at UK Airports by Purpose

Table 4

| | Total (000) | Total (000) | Commercial Air transport (000) | Other (000) | Total (000) | Non-commercial Aero club and private (000) | Test and training (000) | Other (000) |
|------------------|----------------|----------------|---|----------------|----------------|---|-------------------------------|----------------|
| 1969 | 1 399.1 | 638.8 | 591.4 | 47.5 | 760.3 | 510.1 | 160.9 | 89.4 |
| 1970 | 1 468.3 | 660.1 | 606.7 | 53.4 | 808.2 | 540.7 | 171.5 | 96.1 |
| 1971 | 1 618.3 | 688.3 | 629.9 | 58.4 | 930.0 | 596.8 | 235.0 | 98.2 |
| 1972 | 1 732.6 | 734.9 | 669.3 | 65.5 | 997.7 | 673.8 | 218.4 | 105.4 |
| 1973 | 1 892.1 | 803.4 | 718.5 | 84.9 | 1 088.7 | 779.1 | 210.3 | 99.3 |
| 1974 | 1 849.4 | 792.5 | 710.1 | 82.4 | 1 056.9 | 782.4 | 179.7 | 94.8 |
| 1975 | 1 910.5 | 780.7 | 700.5 | 80.1 | 1 129.9 | 841.7 | 187.3 | 100.9 |
| 1976 | 1 895.8 | 820.9 | 739.9 | 80.9 | 1 074.9 | 806.0 | 159.9 | 109.0 |
| 1977 | 1 912.3 | 846.3 | 759.1 | 87.2 | 1 066.0 | 780.3 | 169.3 | 116.3 |
| 1978 | 1 981.5 | 905.4 | 827.4 | 78.0 | 1 076.1 | 803.2 | 164.3 | 108.5 |
| 1977 1st quarter | 411.6 | 175.0 | 159.7 | 15.3 | 236.6 | 161.4 | 44.1 | 31.2 |
| 2nd quarter | 525.5 | 223.1 | 198.7 | 24.4 | 302.5 | 228.8 | 42.5 | 31.2 |
| 3rd quarter | 559.1 | 250.3 | 224.1 | 26.2 | 308.8 | 237.0 | 43.9 | 27.9 |
| 4th quarter | 416.0 | 197.9 | 176.6 | 21.3 | 218.1 | 153.2 | 38.9 | 26.0 |
| 1978 1st quarter | 413.8 | 196.6 | 177.7 | 19.0 | 217.2 | 149.8 | 39.7 | 27.6 |
| 2nd quarter | 551.1 | 237.9 | 216.3 | 21.7 | 313.1 | 235.2 | 46.4 | 31.5 |
| 3rd quarter | 583.9 | 266.7 | 244.2 | 22.4 | 317.3 | 245.6 | 46.2 | 25.5 |
| 4th quarter | 444.2 | 214.5 | 197.1 | 17.5 | 229.6 | 172.5 | 33.0 | 24.0 |
| 1979 1st quarter | 405.6 | 196.8 | 181.2 | 15.6 | 208.8 | 147.1 | 34.9 | 26.8 |
| 1977 October | 149.1 | 70.0 | 61.6 | 8.4 | 79.1 | 58.6 | 11.0 | 9.5 |
| November | 144.2 | 65.6 | 58.9 | 6.7 | 78.6 | 53.1 | 16.6 | 8.8 |
| December | 122.7 | 62.3 | 56.1 | 6.2 | 60.4 | 41.5 | 11.2 | 7.7 |
| 1978 January | 128.9 | 63.8 | 57.9 | 6.0 | 65.0 | 43.5 | 12.7 | 8.8 |
| February | 124.5 | 59.8 | 54.0 | 5.8 | 64.7 | 41.8 | 13.5 | 9.7 |
| March | 160.4 | 73.0 | 65.8 | 7.2 | 87.4 | 64.8 | 13.5 | 9.1 |
| October | 175.9 | 80.8 | 73.6 | 7.2 | 95.1 | 72.6 | 13.8 | 8.6 |
| November | 152.2 | 69.6 | 64.3 | 5.3 | 82.5 | 61.6 | 11.9 | 9.0 |
| December | 116.1 | 64.1 | 59.2 | 5.0 | 52.0 | 38.3 | 7.3 | 6.4 |
| 1979 January | 119.9 | 63.7 | 58.0 | 5.6 | 56.2 | 39.5 | 9.7 | 7.0 |
| February | 129.5 | 60.4 | 56.2 | 4.2 | 69.1 | 49.1 | 11.2 | 8.8 |
| March | 156.2 | 72.7 | 67.0 | 5.8 | 83.5 | 58.6 | 14.0 | 10.9 |

NOTE: From January 1978 these figures do not include Sumburgh

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 Humberside (000) | Glasgow Edinburgh Prestwick Aberdeen (000) | Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000) | Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000) | Cardiff Swansea (000) | Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000) | Belfast Isle of Man (000) | Channel Islands (000) |
|------------------|---|---------------------------------------|---------------------------------------|--|--|--|---|-----------------------------|---|---------------------------------|-----------------------------|
| 1969 | 328.8 | 28.8 | 8.5 | 22.6 | 62.2 | 14.9 | 72.5 | 5.2 | 15.0 | 33.0 | 79.0 |
| 1970 | 347.6 | 26.2 | 7.6 | 17.3 | 62.0 | 17.3 | 73.4 | 5.9 | 15.9 | 33.5 | 88.1 |
| 1971 | 369.3 | 19.0 | 6.9 | 18.0 | 65.1 | 18.6 | 76.7 | 6.2 | 16.4 | 33.8 | 90.3 |
| 1972 | 381.0 | 20.8 | 9.6 | 21.1 | 70.4 | 20.5 | 85.5 | 6.3 | 18.5 | 35.6 | 91.6 |
| 1973 | 394.9 | 20.8 | 16.4 | 25.4 | 78.4 | 22.8 | 90.3 | 7.5 | 24.7 | 37.5 | 105.3 |
| 1974 | 376.4 | 17.0 | 16.0 | 26.3 | 86.9 | 33.1 | 86.0 | 7.5 | 25.0 | 35.8 | 95.4 |
| 1975 | 363.5 | 16.8 | 18.3 | 26.4 | 94.4 | 34.2 | 83.0 | 6.8 | 24.7 | 32.3 | 96.1 |
| 1976 | 372.5 | 16.4 | 19.6 | 29.6 | 111.1 | 43.2 | 84.4 | 6.8 | 24.8 | 31.7 | 94.9 |
| 1977 | 369.3 | 16.6 | 22.1 | 33.8 | 115.9 | 53.9 | 82.2 | 7.2 | 26.5 | 31.7 | 94.2 |
| 1978 | 410.5 | 16.3 | 24.3 | 46.7 | 131.9 | 32.1 | 95.9 | 8.5 | 27.9 | 33.3 | 95.9 |
| 1977 1st quarter | 81.1 | 2.8 | 4.1 | 6.6 | 25.1 | 11.0 | 17.1 | 1.5 | 4.4 | 5.9 | 15.2 |
| 2nd quarter | 97.4 | 4.8 | 5.9 | 8.3 | 28.6 | 13.5 | 21.8 | 1.8 | 8.3 | 8.3 | 27.3 |
| 3rd quarter | 105.4 | 5.4 | 6.5 | 10.4 | 34.0 | 15.2 | 25.3 | 2.2 | 9.2 | 10.8 | 32.1 |
| 4th quarter | 85.5 | 3.6 | 5.5 | 8.5 | 28.2 | 14.3 | 18.0 | 1.6 | 4.7 | 6.8 | 19.6 |
| 1978 1st quarter | 85.9 | 3.0 | 5.0 | 9.2 | 28.2 | 15.5 | 18.4 | 1.6 | 4.2 | 6.5 | 16.4 |
| 2nd quarter | 106.1 | 4.5 | 6.5 | 12.7 | 33.7 | 8.2 | 25.8 | 2.1 | 8.2 | 8.6 | 27.5 |
| 3rd quarter | 121.0 | 5.3 | 6.9 | 13.9 | 36.9 | 8.3 | 28.7 | 2.6 | 9.8 | 10.7 | 32.2 |
| 4th quarter | 97.5 | 3.5 | 5.7 | 10.9 | 33.1 | 8.0 | 23.1 | 2.0 | 5.6 | 7.5 | 19.9 |
| 1979 1st quarter | 90.9 | 3.0 | 5.2 | 9.7 | 30.4 | 7.8 | 20.8 | 2.0 | 4.6 | 6.9 | 15.2 |
| 1977 October | 29.3 | 1.4 | 2.1 | 2.6 | 9.3 | 4.6 | 7.0 | 0.6 | 2.2 | 2.5 | 8.8 |
| November | 28.4 | 1.1 | 1.9 | 3.2 | 9.7 | 5.1 | 5.7 | 0.5 | 1.3 | 2.1 | 5.5 |
| December | 27.8 | 1.1 | 1.6 | 2.7 | 9.2 | 4.6 | 5.3 | 0.5 | 1.2 | 2.1 | 5.3 |
| 1978 January | 23.5 | 0.9 | 1.5 | 3.0 | 9.3 | 4.8 | 5.8 | 0.6 | 1.2 | 2.2 | 4.7 |
| February | 26.0 | 0.8 | 1.6 | 2.8 | 8.6 | 4.9 | 5.8 | 0.4 | 1.1 | 2.0 | 4.6 |
| March | 31.3 | 1.2 | 1.9 | 3.5 | 10.3 | 5.9 | 6.8 | 0.6 | 2.0 | 2.4 | 7.1 |
| October | 36.5 | 1.3 | 2.2 | 4.1 | 11.9 | 2.8 | 8.7 | 0.8 | 2.5 | 2.7 | 8.9 |
| November | 31.0 | 1.1 | 1.9 | 3.8 | 11.2 | 2.8 | 7.7 | 0.7 | 1.7 | 2.4 | 5.8 |
| December | 30.0 | 1.1 | 1.6 | 3.0 | 10.0 | 2.4 | 6.7 | 0.5 | 1.4 | 2.4 | 5.2 |
| 1979 January | 29.5 | 0.9 | 1.7 | 3.2 | 9.9 | 2.5 | 6.2 | 0.7 | 1.3 | 2.1 | 4.5 |
| February | 28.1 | 0.9 | 1.5 | 2.9 | 9.5 | 2.4 | 6.8 | 0.6 | 1.3 | 2.2 | 4.5 |
| March | 33.3 | 1.2 | 1.9 | 3.6 | 11.0 | 2.9 | 7.8 | 0.7 | 2.0 | 2.5 | 6.2 |

NOTE: From January 1978 these figures do not include Sumburgh

Terminal Passengers by Airports

Table 6

| | Heathrow Gatwick Stansted Luton Southend Westland Heliport (000) | S'hampton Lydd Manston (000) | E. Midlands Norwich Cambridge (000) | Leeds Tees-side Newcastle Humberside (000) | Glasgow Edinburgh Prestwick Aberdeen (000) | Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000) | Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000) | Cardiff Swansea (000) | Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000) | Belfast Isle of Man (000) | Channel Islands (000) |
|------------------|---|---------------------------------------|--|--|--|--|---|-----------------------------|---|---------------------------------|-----------------------------|
| 1969 | 19 188.2 | 540.3 | 206.0 | 722.6 | 2 632.4 | 273.2 | 2 692.0 | 116.8 | 306.3 | 1 386.2 | 1 519.6 |
| 1970 | 21 977.1 | 495.0 | 231.3 | 752.5 | 2 810.4 | 292.3 | 3 035.5 | 172.0 | 342.0 | 1 498.2 | 1 560.2 |
| 1971 | 24 452.9 | 432.4 | 340.4 | 811.9 | 2 887.3 | 311.4 | 3 565.6 | 213.7 | 412.0 | 1 505.8 | 1 650.9 |
| 1972 | 27 330.6 | 483.1 | 414.5 | 930.6 | 3 278.6 | 364.4 | 3 955.6 | 240.6 | 504.4 | 1 623.0 | 1 808.6 |
| 1973 | 29 799.8 | 459.2 | 587.8 | 1 088.6 | 3 666.1 | 406.6 | 4 413.3 | 285.9 | 639.5 | 1 777.8 | 1 997.1 |
| 1974 | 27 677.6 | 396.4 | 541.9 | 1 051.7 | 3 515.8 | 485.3 | 3 973.8 | 235.1 | 549.2 | 1 655.6 | 1 961.5 |
| 1975 | 28 951.5 | 414.2 | 669.9 | 1 053.1 | 3 677.2 | 506.5 | 4 224.4 | 212.3 | 558.1 | 1 578.5 | 2 012.8 |
| 1976 | 31 255.1 | 354.7 | 628.8 | 1 133.8 | 4 187.0 | 588.2 | 4 332.1 | 196.8 | 562.8 | 1 426.4 | 1 950.1 |
| 1977 | 32 472.6 | 380.5 | 662.1 | 1 146.8 | 4 105.3 | 740.1 | 4 233.8 | 214.2 | 606.7 | 1 365.3 | 1 957.4 |
| 1978 | 36 869.6 | 358.1 | 736.7 | 1 431.7 | 4 853.6 | 372.8 | 5 117.0 | 235.5 | 663.2 | 1 522.1 | 1 990.8 |
| 1977 1st quarter | 6 456.7 | 54.5 | 107.5 | 231.4 | 849.1 | 141.1 | 760.8 | 46.8 | 68.7 | 255.0 | 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 | 769.5 |
| 4th quarter | 7 188.4 | 79.6 | 143.2 | 234.1 | 896.7 | 204.7 | 869.7 | 42.4 | 109.0 | 278.6 | 373.1 |
| 1978 1st quarter | 6 880.3 | 56.5 | 117.5 | 256.5 | 914.2 | 232.1 | 804.3 | 41.8 | 84.5 | 280.9 | 257.8 |
| 2nd quarter | 9 465.6 | 92.6 | 197.2 | 389.7 | 1 248.4 | 91.0 | 1 361.1 | 58.0 | 196.0 | 374.2 | 563.6 |
| 3rd quarter | 1 2191.7 | 127.8 | 250.9 | 478.4 | 1 555.5 | 104.3 | 1 806.1 | 86.9 | 260.3 | 547.3 | 780.1 |
| 4th quarter | 8 332.0 | 81.3 | 171.0 | 307.1 | 1 135.6 | 95.7 | 1 145.5 | 48.8 | 122.5 | 319.7 | 389.3 |
| 1979 1st quarter | 7 181.7 | 55.8 | 128.1 | 255.2 | 998.3 | 81.5 | 933.4 | 52.4 | 79.2 | 289.5 | 226.4 |
| 1977 October | 2 745.6 | 34.5 | 67.1 | 76.8 | 317.6 | 67.8 | 386.1 | 21.8 | 60.4 | 102.6 | 194.2 |
| November | 2 229.7 | 24.4 | 43.7 | 84.7 | 296.8 | 72.3 | 253.8 | 10.8 | 25.7 | 80.4 | 95.9 |
| December | 2 213.1 | 20.7 | 32.4 | 72.6 | 282.3 | 64.6 | 229.8 | 9.8 | 22.9 | 95.6 | 83.0 |
| 1978 January | 2 253.5 | 13.9 | 31.0 | 79.0 | 287.2 | 67.9 | 243.5 | 12.8 | 20.0 | 92.2 | 65.9 |
| February | 1 596.0 | 15.5 | 35.2 | 74.5 | 280.6 | 72.8 | 245.5 | 8.3 | 18.1 | 78.8 | 66.9 |
| March | 2 670.7 | 27.1 | 51.3 | 103.0 | 346.4 | 91.5 | 315.3 | 20.6 | 46.4 | 109.9 | 125.0 |
| October | 3 298.8 | 35.3 | 80.1 | 126.4 | 445.0 | 36.9 | 488.8 | 22.9 | 67.0 | 116.9 | 202.2 |
| November | 2 527.9 | 24.8 | 50.3 | 103.0 | 370.1 | 31.5 | 355.4 | 13.7 | 31.5 | 94.9 | 101.5 |
| December | 2 505.3 | 21.2 | 40.6 | 77.7 | 320.5 | 27.3 | 301.3 | 12.2 | 24.0 | 107.9 | 85.6 |
| 1979 January | 2 334.3 | 13.5 | 35.0 | 77.4 | 298.0 | 24.3 | 262.4 | 19.0 | 21.2 | 85.9 | 56.7 |
| February | 2 102.0 | 15.1 | 39.5 | 75.3 | 305.3 | 24.8 | 300.4 | 18.3 | 19.9 | 90.4 | 63.2 |
| March | 2 745.3 | 27.1 | 53.6 | 102.5 | 395.0 | 32.4 | 370.6 | 15.1 | 38.0 | 113.2 | 106.5 |

NOTE: From January 1978 these figures do not include Sumburgh

Cargo Taken Up and Set Down by Airports

Table 7
Tonnes

| | Heathrow Gatwick Stansted Luton Southend Westland Heliport (000) | S'hampton Lydd Manston (000) | E. Midlands Norwich Cambridge (000) | Leeds Tees-side Newcastle Humberside (000) | Glasgow Edinburgh Prestwick Aberdeen (000) | Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000) | Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000) | Cardiff Swansea (000) | Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000) | Belfast Isle of Man (000) | Channel Islands (000) |
|------------------|---|---------------------------------------|--|--|--|---|---|-----------------------------|---|---------------------------------|-----------------------------|
| 1969 | 416.2 | 32.5 | 2.3 | 4.5 | 38.2 | 1.7 | 59.3 | 0.7 | 1.5 | 28.6 | 13.5 |
| 1970 | 417.8 | 23.7 | 3.2 | 3.9 | 34.1 | 2.3 | 66.6 | 0.3 | 2.0 | 25.8 | 13.1 |
| 1971 | 410.0 | 5.6 | 2.5 | 2.7 | 29.6 | 2.3 | 56.8 | 0.2 | 2.0 | 20.6 | 13.2 |
| 1972 | 491.3 | 11.8 | 5.9 | 3.9 | 35.9 | 2.5 | 65.1 | 0.3 | 5.6 | 26.3 | 26.5 |
| 1973 | 540.7 | 10.5 | 8.3 | 3.3 | 43.6 | 2.3 | 64.5 | 0.3 | 4.2 | 21.7 | 25.7 |
| 1974 | 560.9 | 9.3 | 9.3 | 3.0 | 44.8 | 2.9 | 62.2 | 0.3 | 6.7 | 21.3 | 22.5 |
| 1975 | 513.2 | 7.4 | 8.4 | 2.0 | 34.6 | 2.8 | 49.3 | 0.2 | 5.7 | 14.2 | 19.9 |
| 1976 | 531.2 | 5.3 | 9.0 | 1.7 | 37.3 | 3.3 | 48.8 | 0.4 | 7.2 | 15.2 | 20.2 |
| 1977 | 572.7 | 5.9 | 6.3 | 1.7 | 41.4 | 3.6 | 48.0 | 0.4 | 10.0 | 14.9 | 19.2 |
| 1978 | 611.7 | 6.8 | 7.7 | 2.0 | 43.2 | 1.8 | 46.0 | 0.2 | 10.6 | 16.2 | 18.7 |
| 1977 1st quarter | 140.0 | 1.4 | 1.0 | 0.4 | 9.6 | 0.8 | 12.3 | 0.1 | 2.5 | 3.5 | 4.9 |
| 2nd quarter | 138.8 | 1.3 | 1.2 | 0.4 | 10.1 | 0.9 | 12.3 | 0.1 | 2.6 | 3.8 | 5.0 |
| 3rd quarter | 134.5 | 1.3 | 2.1 | 0.4 | 10.2 | 0.9 | 11.4 | — | 2.5 | 3.7 | 5.0 |
| 4th quarter | 159.3 | 1.8 | 2.1 | 0.4 | 11.5 | 0.9 | 12.0 | 0.1 | 2.3 | 4.0 | 4.3 |
| 1978 1st quarter | 147.9 | 1.5 | 1.4 | 0.4 | 9.9 | 0.9 | 11.1 | 0.1 | 2.4 | 3.9 | 4.4 |
| 2nd quarter | 153.8 | 1.4 | 1.7 | 0.5 | 10.9 | 0.4 | 10.8 | 0.1 | 2.7 | 4.2 | 5.0 |
| 3rd quarter | 150.5 | 1.8 | 2.0 | 0.5 | 10.6 | 0.5 | 11.7 | 0.1 | 2.8 | 4.0 | 5.1 |
| 4th quarter | 159.6 | 2.2 | 2.5 | 0.7 | 11.7 | 0.4 | 12.4 | 0.1 | 2.6 | 4.1 | 4.2 |
| 1979 1st quarter | 166.2 | 1.5 | 3.0 | 2.0 | 12.1 | 0.4 | 13.3 | 0.1 | 2.7 | 4.2 | 3.9 |
| 1977 October | 54.7 | 0.5 | 0.8 | 0.1 | 3.8 | 0.3 | 4.2 | — | 0.8 | 1.5 | 1.5 |
| November | 53.3 | 0.6 | 0.7 | 0.2 | 4.0 | 0.3 | 4.0 | — | 0.8 | 1.3 | 1.6 |
| December | 51.3 | 0.7 | 0.6 | 0.1 | 3.7 | 0.3 | 3.8 | — | 0.6 | 1.1 | 1.2 |
| 1978 January | 45.3 | 0.5 | 0.6 | 0.1 | 3.0 | 0.3 | 3.5 | — | 0.6 | 1.2 | 1.2 |
| February | 48.7 | 0.4 | 0.4 | 0.1 | 3.3 | 0.3 | 3.7 | — | 0.6 | 1.2 | 1.3 |
| March | 53.9 | 0.6 | 0.5 | 0.1 | 3.6 | 0.3 | 3.8 | — | 1.2 | 1.6 | 2.0 |
| October | 54.8 | 0.9 | 0.9 | 0.3 | 4.0 | 0.1 | 4.6 | — | 0.9 | 1.4 | 1.5 |
| November | 53.1 | 0.7 | 0.8 | 0.3 | 4.1 | 0.2 | 4.1 | — | 0.9 | 1.4 | 1.5 |
| December | 51.7 | 0.7 | 0.8 | 0.1 | 3.6 | 0.1 | 3.7 | — | 0.9 | 1.3 | 1.3 |
| 1979 January | 53.4 | 0.5 | 1.7 | 1.5 | 4.3 | 0.1 | 4.8 | — | 0.9 | 1.5 | 1.0 |
| February | 53.1 | 0.4 | 0.7 | 0.3 | 3.7 | 0.1 | 4.1 | — | 0.7 | 1.3 | 1.2 |
| March | 59.7 | 0.6 | 0.6 | 0.2 | 4.1 | 0.2 | 4.4 | — | 1.1 | 1.4 | 1.6 |

NOTE: From January 1978 these figures do not include Sumburgh

Scheduled Services by UK Airlines

Table 8.1

All Services

| | Tonne-km available (000 000) | Total (000 000) | Mail (000 000) | Tonne-km used Freight (000 000) | Passengers (000 000) | As percentage of available | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available |
|------------------|------------------------------------|--------------------|-------------------|---------------------------------------|-------------------------|----------------------------------|-----------------------------------|------------------------------|----------------------------------|
| 1969 | 3 748.3 | 2 025.7 | 83.7 | 531.0 | 1 411.0 | 54.0 | 28 245.2 | 16 237.3 | 57.5 |
| 1970 | 4 128.9 | 2 116.0 | 97.4 | 493.8 | 1 524.8 | 51.2 | 31 079.8 | 17 432.1 | 56.1 |
| 1971 | 4 591.5 | 2 270.0 | 88.9 | 541.0 | 1 639.1 | 49.4 | 34 377.8 | 18 663.9 | 54.3 |
| 1972 | 5 399.3 | 2 730.1 | 102.2 | 680.4 | 1 947.5 | 50.6 | 40 659.3 | 22 169.5 | 54.5 |
| 1973 | 5 953.3 | 3 210.7 | 111.3 | 795.8 | 2 303.6 | 53.9 | 45 551.5 | 26 187.2 | 57.5 |
| 1974 | 5 744.6 | 3 165.5 | 118.5 | 786.0 | 2 261.0 | 55.1 | 44 190.8 | 25 396.8 | 57.5 |
| 1975 | 5 983.7 | 3 316.5 | 132.1 | 725.3 | 2 459.1 | 55.4 | 45 922.6 | 27 554.8 | 60.0 |
| 1976 | 6 602.4 | 3 725.6 | 144.8 | 774.9 | 2 806.0 | 56.4 | 51 668.2 | 31 078.1 | 60.1 |
| 1977 | 6 833.9 | 3 928.2 | 159.1 | 861.1 | 2 907.9 | 57.5 | 53 162.1 | 31 871.1 | 60.0 |
| 1978 | 8 094.8 | 4 872.0 | 173.2 | 988.5 | 3 710.3 | 60.2 | 64 170.3 | 40 441.6 | 63.0 |
| 1977 1st quarter | 1 489.0 | 845.2 | 36.1 | 194.2 | 614.9 | 56.8 | 11 404.1 | 6 725.0 | 59.0 |
| 2nd quarter | 1 712.0 | 943.6 | 38.4 | 203.8 | 701.3 | 55.1 | 13 359.2 | 7 685.7 | 57.5 |
| 3rd quarter | 1 835.2 | 1 091.6 | 38.1 | 203.7 | 849.8 | 59.5 | 14 397.3 | 9 411.9 | 65.4 |
| 4th quarter | 1 797.7 | 1 047.8 | 46.5 | 259.4 | 741.9 | 58.3 | 14 001.5 | 8 048.5 | 57.5 |
| 1978 1st quarter | 1 746.4 | 987.7 | 39.7 | 229.0 | 719.0 | 56.6 | 13 653.2 | 7 788.2 | 57.0 |
| 2nd quarter | 2 064.6 | 1 203.4 | 43.3 | 256.5 | 903.6 | 58.3 | 16 345.3 | 9 842.4 | 60.2 |
| 3rd quarter | 2 263.1 | 1 479.9 | 40.9 | 254.9 | 1 184.2 | 65.4 | 18 081.1 | 12 941.3 | 71.6 |
| 4th quarter | 2 020.7 | 1 201.0 | 49.4 | 248.1 | 903.4 | 59.4 | 16 090.6 | 9 869.6 | 61.3 |
| 1979 1st quarter | 1 854.1 | 1 071.9 | 40.5 | 223.9 | 807.4 | 57.8 | 14 790.8 | 8833.3 | 59.7 |
| 1977 October | 583.2 | 335.5 | 13.0 | 83.2 | 239.4 | 57.5 | 4 549.3 | 2 590.6 | 56.9 |
| November | 570.1 | 332.8 | 14.3 | 88.5 | 230.0 | 58.4 | 4 425.9 | 2 493.7 | 56.3 |
| December | 644.4 | 379.5 | 19.2 | 87.7 | 272.5 | 58.9 | 5 026.3 | 2 964.2 | 59.0 |
| 1978 January | 545.3 | 313.3 | 11.9 | 65.7 | 235.7 | 57.4 | 4 293.5 | 2 556.8 | 59.6 |
| February | 539.5 | 298.7 | 12.8 | 78.2 | 207.7 | 55.4 | 4 202.1 | 2 246.9 | 53.5 |
| March | 661.6 | 375.7 | 15.0 | 85.1 | 275.6 | 56.8 | 5 157.6 | 2 984.5 | 57.9 |
| 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 January | 601.3 | 343.0 | 12.1 | 61.2 | 269.6 | 57.0 | 4 785.1 | 2 939.3 | 61.4 |
| February | 589.2 | 330.9 | 13.2 | 77.2 | 240.5 | 56.2 | 4 674.3 | 2 627.1 | 56.2 |
| March | 663.6 | 398.0 | 15.2 | 85.5 | 297.3 | 60.0 | 5 331.4 | 3 266.4 | 61.3 |

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

| | Tonne-km available (000 000) | Total (000 000) | Mail (000 000) | Tonne-km used Freight (000 000) | Passengers (000 000) | As percentage of available | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available |
|------------------|------------------------------------|--------------------|-------------------|---------------------------------------|-------------------------|----------------------------------|-----------------------------------|------------------------------|----------------------------------|
| 1969 | 292.4 | 181.7 | 2.7 | 25.5 | 153.5 | 62.1 | 3 025.1 | 1 908.4 | 63.1 |
| 1970 | 310.4 | 184.0 | 2.9 | 19.8 | 161.3 | 59.3 | 3 167.3 | 1 991.9 | 62.9 |
| 1971 | 319.0 | 182.3 | 2.5 | 17.6 | 162.2 | 57.1 | 3 205.3 | 1 971.8 | 61.5 |
| 1972 | 344.7 | 203.8 | 3.0 | 21.8 | 179.0 | 59.1 | 3 398.8 | 2 167.0 | 63.8 |
| 1973 | 384.7 | 226.3 | 3.3 | 24.7 | 198.3 | 58.8 | 3 725.9 | 2 441.2 | 65.5 |
| 1974 | 369.5 | 213.7 | 3.0 | 22.1 | 188.6 | 57.8 | 3 578.8 | 2 256.1 | 63.0 |
| 1975 | 344.2 | 198.8 | 2.9 | 14.2 | 181.8 | 57.8 | 3 386.4 | 2 156.4 | 63.7 |
| 1976 | 388.3 | 212.3 | 2.4 | 13.7 | 195.9 | 54.7 | 3 828.5 | 2 328.5 | 60.8 |
| 1977 | 325.5 | 189.7 | 2.6 | 11.2 | 175.8 | 58.3 | 3 354.7 | 2 081.2 | 62.0 |
| 1978 | 379.9 | 220.8 | 2.9 | 11.4 | 206.5 | 58.1 | 3 935.5 | 2 444.6 | 62.1 |
| | | | | | | | | | |
| 1977 1st quarter | 83.1 | 43.9 | 0.7 | 3.1 | 40.2 | 52.8 | 811.1 | 476.1 | 58.7 |
| 2nd quarter | 84.2 | 49.7 | 0.7 | 2.7 | 46.3 | 59.0 | 889.5 | 550.0 | 61.8 |
| 3rd quarter | 88.7 | 56.4 | 0.6 | 2.8 | 53.0 | 63.6 | 934.5 | 627.4 | 67.1 |
| 4th quarter | 69.5 | 39.7 | 0.6 | 2.6 | 36.3 | 57.1 | 719.6 | 427.7 | 59.4 |
| | | | | | | | | | |
| 1978 1st quarter | 78.9 | 42.8 | 0.7 | 2.6 | 39.4 | 54.2 | 819.4 | 466.4 | 56.9 |
| 2nd quarter | 101.6 | 57.8 | 0.6 | 3.0 | 54.1 | 56.9 | 1 045.1 | 641.4 | 61.4 |
| 3rd quarter | 109.4 | 68.1 | 0.6 | 3.0 | 64.4 | 62.2 | 1 141.1 | 761.8 | 66.8 |
| 4th quarter | 90.0 | 52.1 | 0.8 | 2.8 | 48.5 | 57.9 | 929.8 | 575.1 | 61.9 |
| | | | | | | | | | |
| 1979 1st quarter | 83.6 | 46.2 | 0.9 | 2.7 | 42.7 | 55.3 | 867.7 | 505.3 | 58.2 |
| | | | | | | | | | |
| 1977 October | 20.5 | 13.1 | 0.2 | 0.9 | 11.9 | 63.8 | 213.2 | 140.6 | 66.0 |
| November | 24.8 | 13.6 | 0.2 | 0.9 | 12.4 | 54.8 | 256.2 | 146.3 | 57.1 |
| December | 24.2 | 13.0 | 0.2 | 0.8 | 12.0 | 53.9 | 250.2 | 140.8 | 56.3 |
| | | | | | | | | | |
| 1978 January | 25.5 | 13.3 | 0.2 | 0.8 | 12.3 | 52.1 | 265.4 | 144.6 | 54.5 |
| February | 24.6 | 12.9 | 0.2 | 0.8 | 11.8 | 52.3 | 255.4 | 140.3 | 55.0 |
| March | 28.8 | 16.6 | 0.3 | 1.0 | 15.3 | 57.6 | 298.6 | 181.5 | 60.8 |
| | | | | | | | | | |
| 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 January | 24.7 | 13.3 | 0.3 | 0.9 | 12.2 | 53.8 | 256.5 | 143.3 | 55.9 |
| February | 27.5 | 14.6 | 0.3 | 0.9 | 13.4 | 53.1 | 285.0 | 159.4 | 55.9 |
| March | 31.4 | 18.3 | 0.3 | 0.9 | 17.1 | 58.3 | 326.2 | 202.6 | 62.1 |

Scheduled Services by UK Airlines

Table 8.3

International Services

| | | Tonne-km available (000 000) | Total (000 000) | Mail (000 000) | Tonne-km used Freight (000 000) Passengers (000 000) | | As percentage of available | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available |
|------|-------------|------------------------------------|--------------------|-------------------|--|---------|----------------------------------|-----------------------------------|------------------------------|----------------------------------|
| 1969 | | 3 455.9 | 1 844.0 | 81.0 | 505.5 | 1 257.5 | 53.4 | 25 220.0 | 14 328.9 | 56.8 |
| 1970 | | 3 818.5 | 1 931.9 | 94.4 | 474.0 | 1 363.5 | 50.6 | 27 912.6 | 15 440.2 | 55.3 |
| 1971 | | 4 272.4 | 2 086.7 | 86.4 | 523.4 | 1 476.9 | 48.8 | 31 172.4 | 16 692.2 | 53.5 |
| 1972 | | 5 054.6 | 2 526.3 | 99.1 | 658.7 | 1 768.5 | 50.0 | 37 260.6 | 20 002.5 | 53.7 |
| 1973 | | 5 568.7 | 2 984.4 | 108.0 | 771.1 | 2 105.3 | 53.6 | 41 825.6 | 23 745.9 | 56.8 |
| 1974 | | 5 375.1 | 2 951.8 | 115.5 | 763.9 | 2 072.4 | 54.9 | 40 612.0 | 23 140.8 | 57.0 |
| 1975 | | 5 639.5 | 3 117.7 | 129.3 | 711.1 | 2 277.3 | 55.3 | 42 536.2 | 25 398.4 | 59.7 |
| 1976 | | 6 214.6 | 3 513.4 | 142.1 | 761.3 | 2 610.1 | 56.5 | 47 839.7 | 28 751.6 | 60.1 |
| 1977 | | 6 508.3 | 3 738.2 | 156.4 | 850.0 | 2 732.1 | 57.4 | 49 807.4 | 29 790.0 | 59.8 |
| 1978 | | 7 714.8 | 4 651.2 | 170.2 | 977.1 | 3 503.8 | 60.3 | 60 234.8 | 37 997.0 | 63.1 |
| | | | | | | | | | | |
| 1977 | 1st quarter | 1 405.8 | 801.2 | 35.3 | 191.3 | 574.7 | 57.0 | 10 593.0 | 6 249.0 | 60.1 |
| | 2nd quarter | 1 627.7 | 893.7 | 37.7 | 201.1 | 655.0 | 54.9 | 12 469.7 | 7 135.7 | 57.2 |
| | 3rd quarter | 1 746.5 | 1 035.2 | 37.5 | 201.0 | 796.8 | 59.3 | 13 462.8 | 8 784.6 | 65.3 |
| | 4th quarter | 1 728.3 | 1 008.1 | 45.9 | 256.6 | 705.6 | 58.3 | 13 281.9 | 7 620.7 | 57.4 |
| | | | | | | | | | | |
| 1978 | 1st quarter | 1 667.4 | 945.0 | 39.0 | 226.4 | 679.6 | 56.7 | 12 833.8 | 7 321.9 | 57.1 |
| | 2nd quarter | 1 963.0 | 1 145.5 | 42.5 | 253.5 | 849.5 | 58.4 | 15 300.2 | 9 201.0 | 60.1 |
| | 3rd quarter | 2 153.7 | 1 411.9 | 40.1 | 252.0 | 1 119.8 | 65.6 | 16 940.1 | 12 179.6 | 71.9 |
| | 4th quarter | 1 930.7 | 1 148.9 | 48.7 | 245.3 | 854.9 | 59.5 | 15 160.8 | 9 294.4 | 61.3 |
| | | | | | | | | | | |
| 1979 | 1st quarter | 1 770.5 | 1 025.7 | 39.6 | 221.2 | 764.8 | 57.9 | 13 922.9 | 8 328.1 | 60.3 |
| | | | | | | | | | | |
| 1977 | October | 562.8 | 322.5 | 12.8 | 82.3 | 227.4 | 57.3 | 4 336.1 | 2 450.1 | 56.5 |
| | November | 545.3 | 319.2 | 14.1 | 87.5 | 217.6 | 58.5 | 4 169.7 | 2 347.3 | 56.3 |
| | December | 620.2 | 366.4 | 19.0 | 86.8 | 260.6 | 59.1 | 4 776.1 | 2 823.3 | 59.1 |
| | | | | | | | | | | |
| 1978 | January | 519.8 | 300.0 | 11.7 | 64.9 | 223.4 | 57.7 | 4 028.1 | 2 412.3 | 59.9 |
| | February | 514.8 | 285.9 | 12.6 | 77.4 | 195.9 | 55.5 | 3 946.7 | 2 106.5 | 53.4 |
| | March | 632.8 | 359.1 | 14.7 | 84.1 | 260.3 | 56.7 | 4 859.0 | 2 803.1 | 57.7 |
| | | | | | | | | | | |
| | 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 | January | 576.6 | 329.7 | 11.8 | 60.4 | 257.5 | 57.2 | 4 528.5 | 2 796.5 | 61.8 |
| | February | 561.7 | 316.3 | 12.9 | 76.3 | 227.1 | 56.3 | 4 389.3 | 2 467.7 | 56.2 |
| | March | 632.2 | 379.7 | 14.9 | 84.5 | 280.2 | 60.1 | 5 005.1 | 3 063.9 | 61.2 |

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

| | Total | | Inclusive Tours | | Other separate fare and advance booking charters | | Other charters | |
|------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|--|-------------------------------|------------------------------|-------------------------------|
| | Tonne-km available (000 000) | Percentage of all UK services | Tonne-km available (000 000) | Percentage of all UK services | Tonne-km available (000 000) | Percentage of all UK services | Tonne-km available (000 000) | Percentage of all UK services |
| 1969 | 1 179.4 | 23.9 | 538.1 | 10.9 | 246.3 | 5.0 | 394.9 | 8.0 |
| 1970 | 1 653.3 | 28.6 | 709.7 | 12.3 | 445.3 | 7.7 | 498.3 | 8.6 |
| 1971 | 2 382.5 | 34.2 | 994.7 | 14.3 | 715.5 | 10.3 | 672.3 | 9.6 |
| 1972 | 2 849.7 | 34.5 | 1 189.8 | 14.4 | 777.2 | 9.4 | 882.7 | 10.7 |
| 1973 | 3 051.2 | 33.9 | 1 338.0 | 14.9 | 628.6 | 7.0 | 1 084.6 | 12.0 |
| 1974 | 2 538.3 | 30.6 | 1 029.2 | 12.4 | 532.0 | 6.4 | 977.1 | 11.8 |
| 1975 | 2 943.0 | 33.0 | 1 030.9 | 11.6 | 577.5 | 6.5 | 1 334.6 | 15.0 |
| 1976 | 3 125.3 | 32.1 | 1 145.6 | 11.8 | 631.4 | 6.5 | 1 348.3 | 13.9 |
| 1977 | 3 670.7 | 34.9 | 1 119.9 | 10.6 | 793.2 | 7.5 | 1 755.9 | 16.6 |
| 1978 | 3 875.2 | 32.4 | 1 234.7 | 10.3 | 616.1 | 5.1 | 2 024.5 | 16.9 |
| | | | | | | | | |
| 1977 1st quarter | 673.4 | 31.1 | 181.3 | 8.4 | 82.6 | 3.8 | 409.6 | 18.9 |
| 2nd quarter | 930.7 | 35.2 | 312.7 | 11.8 | 215.7 | 8.2 | 402.5 | 15.4 |
| 3rd quarter | 1 197.4 | 39.5 | 407.3 | 13.3 | 349.0 | 11.3 | 439.0 | 14.5 |
| 4th quarter | 869.2 | 32.6 | 218.6 | 8.2 | 145.9 | 5.5 | 504.8 | 18.7 |
| | | | | | | | | |
| 1978 1st quarter | 772.5 | 30.7 | 192.8 | 7.7 | 104.5 | 4.1 | 475.2 | 18.9 |
| 2nd quarter | 993.8 | 32.5 | 339.3 | 11.1 | 182.4 | 6.0 | 472.1 | 15.4 |
| 3rd quarter | 1 169.9 | 34.1 | 426.8 | 12.4 | 253.9 | 7.4 | 489.3 | 14.3 |
| 4th quarter | 939.6 | 31.7 | 275.8 | 9.3 | 75.4 | 2.5 | 588.5 | 19.9 |
| | | | | | | | | |
| 1979 1st quarter | 777.8 | 29.6 | 244.1 | 9.3 | 51.2 | 2.0 | 482.6 | 18.3 |
| | | | | | | | | |
| 1977 October | 332.4 | 36.3 | 104.7 | 11.4 | 59.7 | 6.5 | 168.1 | 18.4 |
| November | 262.0 | 31.5 | 58.7 | 7.1 | 36.8 | 4.4 | 166.5 | 20.0 |
| December | 274.8 | 29.9 | 55.2 | 6.0 | 49.4 | 5.4 | 170.2 | 18.5 |
| | | | | | | | | |
| 1978 January | 259.5 | 32.2 | 58.4 | 7.3 | 41.6 | 5.2 | 159.5 | 19.8 |
| February | 224.8 | 29.4 | 54.7 | 7.2 | 21.8 | 2.9 | 148.3 | 19.4 |
| March | 288.2 | 30.3 | 79.7 | 8.4 | 41.1 | 4.3 | 167.4 | 17.6 |
| 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 January | 249.6 | 29.3 | 77.8 | 9.1 | 20.9 | 2.5 | 150.9 | 17.7 |
| February | 234.7 | 28.5 | 76.0 | 9.2 | 11.8 | 1.4 | 146.9 | 17.8 |
| March | 293.5 | 30.7 | 90.3 | 9.4 | 18.5 | 1.9 | 184.8 | 19.3 |

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

| | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available | Passengers carried (000) | Stage flights (number) | Aircraft -km (000) | Stage flights average distance (km) | Average distance per passenger (km) |
|------------------|-----------------------------------|------------------------------|----------------------------------|--------------------------------|------------------------------|--------------------------|---|---|
| 1969 | 6 166.4 | 5 133.3 | 83.2 | 3 717.1 | 46 384 | 60 336 | 1 301 | 1 381 |
| 1970 | 8 352.6 | 6 781.9 | 81.2 | 4 902.5 | 55 548 | 74 437 | 1 340 | 1 383 |
| 1971 | 11 571.4 | 9 714.2 | 84.0 | 6 664.5 | 71 125 | 101 640 | 1 429 | 1 458 |
| 1972 | 13 773.0 | 11 573.8 | 84.0 | 7 757.4 | 79 782 | 115 377 | 1 446 | 1 492 |
| 1973 | 15 573.1 | 12 493.8 | 80.2 | 8 405.4 | 83 081 | 119 315 | 1 436 | 1 486 |
| 1974 | 11 819.6 | 9 389.6 | 79.5 | 6 233.0 | 61 515 | 89 247 | 1 451 | 1 506 |
| 1975 | 11 772.6 | 10 131.5 | 86.1 | 6 700.2 | 61 902 | 91 044 | 1 471 | 1 512 |
| 1976 | 13 049.5 | 10 731.6 | 82.2 | 6 782.5 | 64 942 | 99 136 | 1 527 | 1 582 |
| 1977 | 12 818.9 | 10 795.9 | 84.2 | 6 825.5 | 64 678 | 97 399 | 1 506 | 1 582 |
| 1978 | 14 229.3 | 12 571.4 | 88.3 | 7 673.3 | 68 608 | 107 816 | 1 571 | 1 638 |
| 1977 1st quarter | 2 043.4 | 1 698.5 | 83.1 | 1 105.8 | 10 634 | 15 523 | 1 460 | 1 536 |
| 2nd quarter | 3 578.9 | 2 863.0 | 80.0 | 1 843.3 | 18 312 | 27 177 | 1 484 | 1 553 |
| 3rd quarter | 4 677.2 | 4 145.8 | 88.6 | 2 594.8 | 23 117 | 35 230 | 1 524 | 1 598 |
| 4th quarter | 2 519.4 | 2 088.7 | 82.9 | 1 281.6 | 12 615 | 19 469 | 1 543 | 1 630 |
| 1978 1st quarter | 2 223.2 | 1 913.7 | 86.1 | 1 235.4 | 11 775 | 17 327 | 1 472 | 1 549 |
| 2nd quarter | 3 905.8 | 3 342.4 | 85.6 | 2 048.9 | 18 633 | 29 301 | 1 573 | 1 631 |
| 3rd quarter | 4 904.9 | 4 603.7 | 93.9 | 2 813.2 | 23 385 | 36 869 | 1 577 | 1 636 |
| 4th quarter | 3 195.4 | 2 711.5 | 84.9 | 1 575.6 | 14 815 | 24 319 | 1 642 | 1 721 |
| 1979 1st quarter | 2 825.6 | 2 413.7 | 85.4 | 1 445.1 | 1 372.9 | 21 508 | 1 567 | 1 670 |
| 1977 October | 1 200.6 | 1 029.7 | 85.8 | 634.3 | 5 826 | 9 057 | 1 555 | 1 623 |
| November | 679.3 | 569.5 | 83.8 | 338.1 | 3 408 | 5 362 | 1 574 | 1 684 |
| December | 639.5 | 489.5 | 76.5 | 309.2 | 3 381 | 5 050 | 1 494 | 1 583 |
| 1978 January | 674.5 | 545.2 | 80.8 | 353.7 | 3 624 | 5 308 | 1 465 | 1 541 |
| February | 631.8 | 556.2 | 88.0 | 355.2 | 3 325 | 4 921 | 1 480 | 1 566 |
| March | 916.9 | 812.3 | 88.6 | 526.5 | 4 826 | 7 098 | 1 471 | 1 543 |
| 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 January | 902.7 | 720.4 | 79.8 | 422.0 | 4 391 | 6 918 | 1 576 | 1 707 |
| February | 880.4 | 766.8 | 87.1 | 457.4 | 4 226 | 6 647 | 1 573 | 1 676 |
| March | 1 042.5 | 926.5 | 88.9 | 565.7 | 5 112 | 7 943 | 1 554 | 1 638 |

Non-scheduled Services by UK Airlines

Table 9.3

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

| | Seat-km available (000 000) | Seat-km used (000 000) | As percentage of available | Passengers carried (000) | Stage flights (number) | Aircraft -km (000) | Stage flights average distance (km) | Average distance per passenger (km) |
|------------------|-----------------------------------|------------------------------|----------------------------------|--------------------------------|------------------------------|--------------------------|---|---|
| 1969 | 2 745.6 | 2 242.6 | 81.7 | 663.6 | 12 722 | 18 906 | 1 486 | 3 379 |
| 1970 | 4 934.7 | 3 924.5 | 79.5 | 940.2 | 16 991 | 31 545 | 1 857 | 4 174 |
| 1971 | 6 377.6 | 5 220.5 | 81.9 | 1 283.3 | 20 470 | 40 070 | 1 957 | 4 068 |
| 1972 | 6 597.5 | 5 497.8 | 83.3 | 1 277.7 | 21 666 | 41 127 | 1 898 | 4 303 |
| 1973 | 6 082.0 | 4 899.2 | 80.6 | 1 230.8 | 19 807 | 33 923 | 1 713 | 3 981 |
| 1974 | 5 240.8 | 4 237.9 | 80.9 | 1 259.0 | 18 285 | 29 669 | 1 623 | 3 366 |
| 1975 | 5 672.2 | 4 458.0 | 78.6 | 1 349.4 | 18 895 | 31 264 | 1 655 | 3 304 |
| 1976 | 6 446.9 | 5 199.5 | 80.7 | 1 466.7 | 19 552 | 34 643 | 1 772 | 3 545 |
| 1977 | 8 189.4 | 6 785.5 | 82.9 | 1 730.5 | 17 616 | 41 554 | 2 359 | 3 921 |
| 1978 | 6 312.2 | 5 068.2 | 80.3 | 1 534.6 | 15 143 | 33 212 | 2 193 | 3 303 |
| | | | | | | | | |
| 1977 1st quarter | 872.4 | 713.6 | 81.8 | 204.1 | 3 494 | 5 201 | 1 489 | 3 496 |
| 2nd quarter | 2 226.4 | 1 791.8 | 80.5 | 458.3 | 4 577 | 11 392 | 2 489 | 3 910 |
| 3rd quarter | 3 594.2 | 3 078.2 | 85.6 | 760.7 | 6 653 | 17 413 | 2 617 | 4 047 |
| 4th quarter | 1 496.4 | 1 201.9 | 80.3 | 307.4 | 2 892 | 7 548 | 2 610 | 3 910 |
| | | | | | | | | |
| 1978 1st quarter | 1 069.1 | 854.7 | 79.9 | 236.9 | 2 380 | 5 737 | 2 411 | 3 608 |
| 2nd quarter | 1 859.1 | 1 400.4 | 75.3 | 409.6 | 4 218 | 9 276 | 2 199 | 3 419 |
| 3rd quarter | 2 571.7 | 2 191.1 | 85.2 | 678.0 | 6 194 | 13 219 | 2 134 | 3 232 |
| 4th quarter | 812.3 | 622.1 | 76.6 | 210.3 | 2 351 | 4 978 | 2 075 | 2 958 |
| | | | | | | | | |
| 1979 1st quarter | 555.2 | 424.1 | 76.4 | 154.3 | 1 783 | 3 629 | 2 035 | 2 748 |
| | | | | | | | | |
| 1977 October | 617.2 | 510.2 | 82.7 | 129.7 | 1 248 | 3 141 | 2 516 | 3 934 |
| November | 380.8 | 320.0 | 84.0 | 81.8 | 754 | 1 970 | 2 613 | 3 912 |
| December | 498.4 | 371.7 | 74.6 | 95.9 | 890 | 2 437 | 2 738 | 3 876 |
| | | | | | | | | |
| 1978 January | 419.9 | 329.6 | 78.5 | 81.7 | 789 | 2 133 | 2 703 | 4 034 |
| February | 225.9 | 169.8 | 75.2 | 49.9 | 525 | 1 286 | 2 450 | 3 403 |
| March | 423.3 | 355.3 | 83.9 | 105.3 | 1 066 | 2 318 | 2 174 | 3 374 |
| 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 January | 222.2 | 169.3 | 76.2 | 57.7 | 690 | 1 424 | 2 064 | 2 934 |
| February | 132.1 | 94.9 | 71.8 | 34.8 | 416 | 898 | 2 159 | 2 727 |
| March | 200.9 | 159.9 | 79.6 | 61.8 | 677 | 1 307 | 1 931 | 2 587 |

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

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

| | European continent and Mediterranean Sea area | Total (000) | Belgium (000) | Denmark (000) | France (000) | Germany (000) | Greece (000) | Italy (000) | Middle East(b) (000) | Netherlands (000) | North Africa(c) (000) | Norway (000) | Portugal (000) | Soviet Union and Eastern Europe(d) (000) | Spain (000) | Sweden (000) | Switzerland (000) |
|------------------|--|----------------|------------------|------------------|-----------------|------------------|-----------------|----------------|----------------------------|----------------------|-----------------------------|-----------------|-------------------|--|----------------|-----------------|----------------------|
| | | | | | | | | | | | | | | | | | |
| 1969 | | 13 064 | 732 | 336 | 2 160 | 1 404 | 228 | 1 128 | 355 | 1 164 | 145 | 168 | 216 | 188 | 3 060 | 156 | 876 |
| 1970 | | 15 288 | 818 | 383 | 2 365 | 1 874 | 289 | 1 430 | 427 | 1 306 | 154 | 189 | 295 | 204 | 3 472 | 184 | 1 053 |
| 1971 | | 17 965 | 831 | 425 | 2 499 | 2 033 | 481 | 1 669 | 535 | 1 435 | 177 | 209 | 385 | 230 | 4 726 | 188 | 1 105 |
| 1972 | | 20 417 | 832 | 447 | 2 805 | 2 438 | 625 | 1 900 | 594 | 1 508 | 406 | 244 | 483 | 284 | 5 493 | 236 | 1 130 |
| 1973 | | 22 450 | 934 | 474 | 2 928 | 2 525 | 747 | 2 032 | 718 | 1 734 | 440 | 279 | 578 | 234 | 5 974 | 275 | 1 181 |
| 1974 | | 19 759 | 859 | 479 | 2 678 | 2 247 | 543 | 1 771 | 794 | 1 619 | 313 | 275 | 429 | 347 | 4 842 | 281 | 1 032 |
| 1975 | | 20 981 | 788 | 486 | 2 740 | 2 277 | 691 | 1 860 | 975 | 1 634 | 353 | 351 | 309 | 410 | 5 298 | 336 | 1 093 |
| 1976 | | 22 072 | 850 | 567 | 2 901 | 2 470 | 882 | 1 941 | 1 259 | 1 835 | 415 | 522 | 296 | 395 | 4 667 | 423 | 1 181 |
| 1977 | | 23 148 | 854 | 626 | 2 904 | 2 619 | 884 | 2 037 | 1 670 | 1 934 | 425 | 591 | 399 | 338 | 4 617 | 524 | 1 289 |
| 1978 | | 25 948 | 874 | 621 | 3 026 | 2 882 | 1 162 | 2 279 | 1 876 | 1 994 | 509 | 564 | 474 | 418 | 5 553 | 524 | 1 372 |
| 1977 2nd quarter | | 6 054 | 227 | 157 | 786 | 706 | 236 | 533 | 376 | 519 | 98 | 157 | 104 | 74 | 1 226 | 144 | 350 |
| 3rd quarter | | 7 781 | 220 | 185 | 840 | 757 | 407 | 762 | 587 | 533 | 131 | 178 | 141 | 132 | 1 831 | 161 | 362 |
| 4th quarter | | 5 013 | 211 | 144 | 649 | 556 | 154 | 396 | 403 | 475 | 110 | 128 | 94 | 71 | 908 | 116 | 285 |
| 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 |
| March | | 1 866 | 72 | 49 | 245 | 234 | 41 | 191 | 142 | 166 | 38 | 46 | 34 | 29 | 316 | 38 | 120 |
| 1979 1st quarter | | 4 752 | 187 | 119 | 636 | 624 | 110 | 475 | 337 | 391 | 119 | 106 | 81 | 73 | 806 | 87 | 311 |
| March | | 1 855 | 73 | 46 | 251 | 235 | 43 | 173 | 123 | 158 | 45 | 41 | 35 | 28 | 332 | 33 | 116 |

| | Yugoslavia (000) | Others(e) (000) | Total (000) | Australia and New Zealand (000) | Canada (000) | Caribbean(f) (000) | Central Africa(g) (000) | East Africa(h) (000) | Far East(i) (000) | India, Pakistan, Bangladesh and Sri Lanka (000) | Japan (000) | South Africa(k) (000) | South America(l) (000) | United States of America (000) | West Africa(m) (000) | Others (000) |
|------------------|---------------------|--------------------|----------------|--|-----------------|-----------------------|-------------------------------|----------------------------|-------------------------|--|----------------|-----------------------------|------------------------------|---|----------------------------|-----------------|
| | | | | | | | | | | | | | | | | |
| 1969 | 132 | 616 | 3 941 | 92 | 796 | 175 | 35 | 122 | 102 | 161 | 32 | 122 | 53 | 2 020 | 74 | 157 |
| 1970 | 192 | 653 | 4 721 | 113 | 904 | 160 | 40 | 144 | 129 | 162 | 45 | 155 | 50 | 2 511 | 87 | 221 |
| 1971 | 291 | 746 | 5 210 | 108 | 933 | 174 | 44 | 156 | 162 | 141 | 71 | 163 | 54 | 2 814 | 91 | 295 |
| 1972 | 291 | 701 | 6 157 | 146 | 1 102 | 222 | 49 | 190 | 302 | 169 | 80 | 179 | 67 | 3 203 | 94 | 354 |
| 1973 | 394 | 903 | 6 735 | 207 | 1 289 | 246 | 53 | 171 | 336 | 227 | 114 | 198 | 75 | 3 320 | 117 | 382 |
| 1974 | 323 | 927 | 6 628 | 257 | 1 303 | 259 | 59 | 162 | 344 | 278 | 126 | 248 | 62 | 2 926 | 135 | 469 |
| 1975 | 410 | 970 | 7 235 | 328 | 1 407 | 276 | 71 | 189 | 382 | 346 | 181 | 307 | 89 | 2 939 | 173 | 547 |
| 1976 | 414 | 1 054 | 8 271 | 374 | 1 448 | 297 | 69 | 218 | 465 | 388 | 171 | 342 | 89 | 3 518 | 221 | 671 |
| 1977 | 265 | 1 151 | 9 168 | 385 | 1 510 | 282 | 71 | 200 | 493 | 432 | 200 | 324 | 99 | 4 091 | 340 | 740 |
| 1978 | 428 | 1 394 | 10 609 | 429 | 1 505 | 303 | 69 | 224 | 549 | 480 | 216 | 344 | 120 | 5 128 | 370 | 872 |
| 1977 2nd quarter | 80 | 279 | 2 360 | 90 | 430 | 61 | 17 | 42 | 120 | 95 | 49 | 80 | 22 | 1 107 | 79 | 168 |
| 3rd quarter | 128 | 426 | 3 132 | 109 | 662 | 84 | 23 | 63 | 157 | 109 | 52 | 92 | 27 | 1 435 | 112 | 207 |
| 4th quarter | 53 | 260 | 2 049 | 93 | 241 | 77 | 16 | 46 | 106 | 117 | 50 | 72 | 26 | 938 | 71 | 195 |
| 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 |
| March | 16 | 88 | 659 | 31 | 65 | 21 | 5 | 18 | 39 | 38 | 17 | 25 | 9 | 292 | 29 | 69 |
| 1979 1st quarter | 35 | 256 | 2 062 | 139 | 163 | 73 | 14 | 56 | 134 | 140 | 64 | 90 | 29 | 836 | 72 | 253 |
| March | 19 | 103 | 749 | 53 | 60 | 25 | 5 | 19 | 44 | 47 | 24 | 29 | 10 | 318 | 25 | 89 |

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

Aircraft Movements March 1979

Table 11

| | Total | Commercial Movements | | | | | Non-Commercial Movements | | | | |
|----------------------------------|---------|----------------------|----------------|---------------------------|---------------|-------------------|--|-----------|---------|----------|----------|
| | | Air transport | Local pleasure | Empty charter positioning | Other flights | Test and training | Other flights by air transport operators | Aero club | Private | Official | Military |
| London Area Airports | | | | | | | | | | | |
| + Gatwick | 9 980 | 7 921 | 2 | 625 | 1 | 242 | 24 | — | 1 118 | 1 | 46 |
| + Heathrow | 24 129 | 22 173 | — | 3 | — | 89 | 315 | — | 1 492 | 10 | 47 |
| + Luton | 4 428 | 1 614 | — | 420 | 9 | 521 | 28 | 586 | 1 247 | — | 3 |
| + Southend | 4 994 | 1 067 | — | 2 | — | 455 | — | 2 253 | 1 202 | 15 | — |
| + Stansted | 3 462 | 356 | — | 60 | — | 1 862 | 17 | 5 | 1 079 | 82 | 1 |
| Total (London Area) | 46 993 | 33 131 | 2 | 1 110 | 10 | 3 169 | 384 | 2 844 | 6 138 | 108 | 97 |
| Westland Heliport (Battersea) | 642 | 202 | — | 202 | — | — | — | — | 142 | — | 96 |
| Other UK Airports | | | | | | | | | | | |
| + Aberdeen | 7 583 | 4 812 | — | 694 | — | 991 | 12 | 1 039 | 11 | — | 24 |
| + Belfast | 5 701 | 1 887 | 84 | 141 | — | 20 | — | 1 074 | 381 | — | 2 114 |
| + Benbecula | 280 | 218 | — | 2 | 18 | — | 22 | — | 2 | — | 18 |
| + Birmingham | 4 866 | 2 376 | — | 114 | 4 | 143 | 50 | 1 312 | 849 | — | 18 |
| + Blackpool | 6 812 | 315 | — | 86 | — | 736 | — | 4 799 | 861 | — | 15 |
| + Bournemouth | 5 850 | 583 | — | 77 | — | 915 | — | 1 990 | 1 060 | 6 | 1 219 |
| + Bristol | 1 901 | 455 | — | 47 | — | 66 | 1 | 802 | 524 | — | 6 |
| + Cambridge | 3 627 | 38 | — | 16 | 4 | 113 | 9 | 850 | 357 | — | 2 220 |
| + Cardiff | 2 370 | 675 | — | 61 | — | 152 | — | 1 274 | 196 | 2 | 10 |
| + Coventry | 3 983 | 78 | — | 34 | — | 606 | — | 2 672 | 591 | — | 2 |
| + East Midlands | 3 765 | 898 | — | 201 | 44 | 482 | 60 | 1 075 | 981 | 4 | 20 |
| + Edinburgh | 4 888 | 1 871 | — | 85 | — | 121 | 49 | 951 | 620 | 21 | 1 170 |
| + Exeter | 2 932 | 421 | — | 22 | 169 | 196 | 58 | 1 179 | 463 | — | 424 |
| + Glasgow | 6 751 | 3 711 | — | 98 | 2 | 137 | 97 | 1 110 | 699 | 11 | 886 |
| + Gloucester/Cheltenham | 2 936 | 75 | 2 | — | 244 | 718 | — | 1 319 | 546 | — | 32 |
| + Hawarden | 1 577 | 77 | — | — | — | 58 | — | 1 242 | 175 | — | 25 |
| + Humberside | 1 778 | 475 | — | 147 | 156 | 83 | — | 844 | 73 | — | — |
| + Inverness | 2 043 | 608 | — | 10 | 299 | 509 | — | 551 | 60 | — | 6 |
| + Islay | 204 | 128 | — | 3 | 31 | — | — | — | 38 | — | 4 |
| + Isle of Man | 1 941 | 649 | — | 29 | 169 | 583 | — | 328 | 134 | — | 49 |
| + Isles of Scilly | 252 | 200 | — | — | 28 | — | — | — | 18 | — | 6 |
| + Kirkwall | 1 236 | 991 | — | 101 | 46 | 38 | 11 | 14 | 23 | — | 12 |
| + Leeds/Bradford | 2 949 | 881 | 2 | 44 | 52 | 84 | 38 | 1 080 | 760 | 6 | 2 |
| + Liverpool | 5 810 | 1 207 | — | 145 | 70 | 340 | 41 | 2 425 | 1 545 | — | 37 |
| + Lydd | 3 387 | 308 | — | — | — | 81 | — | 2 237 | 697 | — | 64 |
| + Manchester | 5 692 | 3 709 | 10 | 246 | 12 | 47 | 190 | 842 | 612 | 8 | 16 |
| + Manston | — | — | — | — | — | — | — | — | — | — | — |
| + Newcastle | 2 545 | 1 195 | 8 | 40 | 10 | 327 | — | 362 | 566 | — | 37 |
| + Norwich | 2 780 | 959 | 2 | 58 | 81 | 1 124 | 76 | — | 480 | — | — |
| + Penzance Heliport | 334 | 308 | — | — | 12 | 14 | — | — | — | — | — |
| + Prestwick | 3 108 | 624 | — | 28 | — | 1 208 | 17 | 621 | 201 | — | 409 |
| + Southampton | 2 934 | 907 | — | 48 | 39 | 174 | 46 | 1 198 | 522 | — | — |
| + Stornoway | 497 | 405 | — | 47 | 2 | 18 | 7 | — | 10 | 2 | 6 |
| + Sumburgh | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx |
| + Swansea | 719 | 72 | — | 8 | 22 | 34 | — | 389 | 149 | 35 | 10 |
| + Tees-side | 3 836 | 1 016 | — | 98 | 53 | 615 | 23 | 1 247 | 291 | — | 493 |
| + Tiree | 102 | 100 | — | 2 | — | — | — | — | — | — | — |
| + Wick | 618 | 422 | — | 15 | 11 | 28 | — | 130 | 4 | — | 8 |
| Total (Incl. London Area) | 156 222 | 66 987 | 110 | 4 059 | 1 588 | 13 950 | 1 191 | 37 800 | 20 779 | 203 | 9 555 |
| Channel Islands Airports | | | | | | | | | | | |
| Alderney | 583 | 583 | — | — | — | — | — | — | — | — | — |
| Guernsey | 2 305 | 2 305 | — | — | — | — | — | — | — | — | — |
| Jersey | 3 948 | 3 315 | — | — | — | — | — | — | 612 | — | 21 |
| Total (Channel Islands Airports) | 6 836 | 6 203 | — | — | — | — | — | — | 612 | — | 21 |

xxNot supplied.

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

Table 12

| | Total | Scheduled Services | | | Chartered Flights | | |
|---------------------------------|--------|--------------------|--------|--------------------|-------------------|--------|--------------------|
| | | UK operators | | Overseas operators | UK operators | | Overseas operators |
| | | British Airways | Others | | British Airways | Others | |
| London Area Airports | | | | | | | |
| +Gatwick | 7 921 | 330 | 4 040 | 282 | 223 | 2 502 | 544 |
| +Heathrow | 22 173 | 10 465 | 1 773 | 9 906 | 2 | 12 | 15 |
| +Luton | 1 614 | — | 2 | 1 | 16 | 1 442 | 153 |
| +Southend | 1 067 | — | 508 | — | — | 525 | 34 |
| +Stansted | 356 | — | 45 | 2 | — | 108 | 201 |
| TOTAL (London Area) | 33 131 | 10 795 | 6 368 | 10 191 | 241 | 4 589 | 947 |
| Westland Heliport (Battersea) | 202 | — | — | — | — | 202 | — |
| Other UK Airports | | | | | | | |
| +Aberdeen | 4 812 | 928 | 552 | — | 712 | 2 543 | 77 |
| +Belfast | 1 887 | 1 108 | 564 | 24 | — | 172 | 19 |
| Benbecula | 218 | 54 | 164 | — | — | — | — |
| +Birmingham | 2 376 | 1 010 | 725 | 149 | 9 | 414 | 69 |
| +Blackpool | 315 | — | 214 | — | — | 99 | 2 |
| +Bournemouth | 583 | — | 552 | — | — | 31 | — |
| Bristol | 455 | 177 | 150 | 27 | — | 66 | 35 |
| +Cambridge | 38 | — | — | — | — | 28 | 10 |
| +Cardiff | 675 | 115 | 451 | 29 | — | 48 | 32 |
| +Coventry | 78 | — | — | — | — | 70 | 8 |
| +East Midlands | 898 | — | 554 | 1 | 3 | 312 | 28 |
| +Edinburgh | 1 871 | 818 | 819 | 35 | — | 150 | 49 |
| +Exeter | 421 | — | 313 | — | — | 107 | 1 |
| +Glasgow | 3 711 | 1 515 | 953 | 333 | 22 | 863 | 25 |
| Gloucester/Cheltenham | 75 | — | 16 | — | — | 59 | — |
| Hawarden | 77 | — | 77 | — | — | — | — |
| Humberside | 475 | — | 397 | — | — | 68 | 10 |
| Inverness | 608 | 317 | 202 | — | — | 89 | — |
| Islay | 128 | — | 98 | — | — | 30 | — |
| +Isle of Man | 649 | 180 | 469 | — | — | — | — |
| Isles of Scilly | 200 | 188 | — | — | 12 | — | — |
| +Kirkwall | 991 | 204 | 506 | — | 55 | 224 | 2 |
| +Leeds/Bradford | 881 | 266 | 468 | 14 | — | 131 | 2 |
| +Liverpool | 1 207 | 3 | 696 | 142 | — | 244 | 122 |
| +Lydd | 308 | — | 308 | — | — | — | — |
| +Manchester | 3 709 | 1 782 | 413 | 665 | 14 | 793 | 42 |
| Manston | .. | .. | .. | .. | .. | .. | .. |
| +Newcastle | 1 195 | 284 | 715 | — | — | 169 | 27 |
| Norwich | 959 | — | 818 | — | — | 138 | 3 |
| Penzance Heliport | 308 | 188 | — | — | 120 | — | — |
| +Prestwick | 624 | 389 | 11 | 151 | — | 37 | 36 |
| +Southampton | 907 | 116 | 643 | — | — | 129 | 19 |
| Stornoway | 405 | 104 | 136 | — | — | 164 | 1 |
| +Sumburgh | xx | xx | xx | xx | xx | xx | xx |
| Swansea | 72 | — | 60 | — | — | 10 | 2 |
| +Tees-side | 1 016 | — | 656 | — | — | 352 | 8 |
| Tiree | 100 | — | 98 | — | — | 2 | — |
| Wick | 422 | 110 | 248 | — | 1 | 63 | — |
| TOTAL (Incl. London Area) | 66 987 | 20 651 | 19 414 | 11 761 | 1 189 | 12 396 | 1 576 |
| Channel Island Airports | | | | | | | |
| Alderney | 583 | — | 558 | — | — | 25 | — |
| Guernsey | 2 305 | 180 | 1 786 | 42 | — | 297 | — |
| Jersey | 3 315 | 520 | 2 339 | — | — | 432 | 24 |
| TOTAL (Channel Island Airports) | 6 203 | 700 | 4 683 | 42 | — | 754 | 24 |

xx Not supplied.

Air Transport Movements for March 1979

Total Compared with One Year Earlier

Table 13

| | International | | | | Domestic | | | | 1979 | | 1978 | | Percentage | |
|---------------------------------|---------------|-----------------------|-------|---------------------|-----------|-----------------------|-------|---------------------|-----------|-------------------|-----------|-------------------|------------|----------|
| | Passenger | Scheduled Aircraft | Cargo | Charter Aircraft | Passenger | Scheduled Aircraft | Cargo | Charter Aircraft | Passenger | Total Aircraft | Passenger | Total Aircraft | Passenger | Aircraft |
| London Area Airports | | | | | | | | | | | | | | |
| + Gatwick | 2 322 | | 56 | 2 965 | 272 | 2 121 | 153 | 18 | 14 | 7 426 | 495 | 6 188 | 535 | 20.0 |
| + Heathrow | 15 416 | | 1 333 | 8 | 21 | 5 269 | 126 | | | 20 693 | 1 480 | 19 829 | 1 476 | 4.4 |
| + Luton | | | 1 | 1 514 | 32 | 2 | | 62 | 3 | 1 578 | 36 | 1 558 | 96 | 1.3 |
| + Southend | 476 | | | 307 | | 32 | | 252 | | 1 067 | | 1 124 | | -5.1 |
| + Stansted | 2 | | | 217 | 80 | 45 | | | 12 | 264 | 92 | 208 | 101 | 26.9 |
| TOTAL (London Area) | 18 216 | | 1 390 | 5 011 | 405 | 7 469 | 279 | 332 | 29 | 31 028 | 2 103 | 28 907 | 2 208 | 7.3 |
| Westland Heliport (Battersea) | | | | | | | | 202 | | 202 | | 189 | | 6.9 |
| Other UK Airports | | | | | | | | | | | | | | |
| + Aberdeen | 309 | | 1 | 1 646 | 27 | 1 169 | 1 | 1 622 | 37 | 4 746 | 66 | 4 609 | 69 | 3.0 |
| + Belfast | 37 | | | 34 | | 1 552 | 107 | 30 | 127 | 1 653 | 234 | 1 587 | 262 | 4.2 |
| + Benbecula | | | | | | 218 | | | | 218 | | 228 | | -4.4 |
| + Birmingham | 622 | | | 444 | | 1 262 | | 48 | | 2 376 | | 1 985 | 5 | 19.7 |
| + Blackpool | 24 | | | 3 | | 145 | 45 | 21 | 77 | 193 | 122 | 249 | 115 | -22.5 |
| + Bournemouth | | | | 13 | 1 | 305 | 247 | 12 | 5 | 330 | 253 | 485 | 291 | -32.0 |
| + Bristol | 161 | | 1 | 76 | 1 | 192 | | 24 | | 453 | 2 | 479 | 11 | -5.4 |
| + Cambridge | | | | 23 | | | | 15 | | 38 | | 51 | | -25.5 |
| + Cardiff | 254 | | 1 | 70 | 3 | 340 | | 7 | | 671 | 4 | 640 | 1 | 4.8 |
| + Coventry | | | | 59 | 4 | | | 15 | | 74 | 4 | 76 | 1 | -2.6 |
| + East Midlands | 245 | | 33 | 207 | 30 | 277 | | 78 | 28 | 807 | 91 | 877 | 81 | -8.0 |
| + Edinburgh | 362 | | | 92 | 2 | 1 266 | 44 | 72 | 33 | 1 792 | 79 | 1 646 | 49 | 8.9 |
| + Exeter | 95 | | | 54 | 2 | 218 | | 52 | | 419 | 2 | 144 | 2 | 191.0 |
| + Glasgow | 516 | | 82 | 196 | | 2 195 | 9 | 711 | 2 | 3 618 | 93 | 3 150 | 179 | 14.9 |
| + Gloucester/Cheltenham | | | | | | 16 | | 59 | | 75 | | 95 | | -21.1 |
| + Hawarden | | | | | | 77 | | | | 77 | | 82 | | -6.1 |
| + Humberside | 42 | | | 24 | | 355 | | 54 | | 475 | | 364 | | 30.5 |
| + Inverness | | | | 46 | | 519 | | 43 | | 608 | | 862 | 1 | -29.5 |
| + Islay | | | | | | 98 | | 30 | | 128 | | 132 | | -3.0 |
| + Isle of Man | 26 | | | | | 593 | 30 | | | 619 | 30 | 512 | 36 | 20.9 |
| + Isles of Scilly | | | | | | 188 | | 12 | | 200 | | 262 | | -23.7 |
| + Kirkwall | | | | 12 | | 708 | 2 | 269 | | 989 | 2 | 937 | 7 | 5.5 |
| + Leeds/Bradford | 194 | | | 46 | 1 | 553 | 1 | 79 | 7 | 872 | 9 | 854 | 1 | 2.1 |
| + Liverpool | 182 | | 66 | 65 | 99 | 590 | 3 | 98 | 104 | 935 | 272 | 629 | 140 | 48.6 |
| + Lydd | 308 | | | | | | | | | 308 | | 168 | 181 | 83.3 |
| + Manchester | 1 315 | | 122 | 786 | 15 | 1 422 | 1 | 47 | 1 | 3 570 | 139 | 3 169 | 302 | 12.7 |
| + Manston | | | | | | | | | | | | 97 | | |
| + Newcastle | 301 | | | 125 | 2 | 697 | 1 | 62 | 7 | 1 185 | 10 | 1 185 | | |
| + Norwich | 253 | | | 54 | | 564 | 1 | 86 | 1 | 957 | 2 | 887 | 1 | 7.9 |
| + Penzance Heliport | | | | 108 | | 188 | | 12 | | 308 | | 244 | | 26.2 |
| + Prestwick | 152 | | 119 | 41 | 24 | 190 | 90 | 2 | 6 | 385 | 239 | 411 | 172 | -6.3 |
| + Southampton | 167 | | | 91 | 8 | 591 | 1 | 47 | 2 | 896 | 11 | 756 | 24 | 18.5 |
| + Stornoway | | | | | | 238 | 2 | 162 | 3 | 400 | 5 | 277 | 3 | 44.4 |
| + Sumburgh | xx | | xx | xx | xx | xx | xx | xx | xx | xx | xx | 2 918 | 54 | |
| + Swansea | | | | 4 | | 59 | 1 | 8 | | 71 | 1 | | | |
| + Tees-side | 72 | | | 119 | 1 | 584 | | 240 | | 1 015 | 1 | 1 062 | 2 | -4.4 |
| + Tiree | | | | | | 98 | | 2 | | 100 | | 33 | | 203.0 |
| + Wick | | | | | | 358 | | 59 | 5 | 417 | 5 | 406 | 4 | 2.7 |
| TOTAL (Incl. London Area) | 23 853 | | 1 815 | 9 449 | 625 | 25 294 | 865 | 4 612 | 474 | 63 208 | 3 779 | 61 644 | 4 202 | 2.5 |
| Channel Islands Airports | | | | | | | | | | | | | | |
| Alderney | | | | | | | | | | 583 | | 669 | | -12.9 |
| Guernsey | | | | | | | | | | 2 305 | | 2 492 | | -7.5 |
| Jersey | | | | | | | | | | 3 315 | | 3 916 | | -15.3 |
| TOTAL (Channel Is. Airports) | | | | | | | | | | 6 203 | | 7 077 | | -12.3 |

xx Not supplied.

Air Transport Landings Diverted from/to UK Reporting Airports

March 1979

Airport of actual arrival

Table 14

| Airport of intended landing | Total number of diversions | 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 | 7 | | | | | | | | | | 1He | | | | | 1Lu | | | | | | | | | | | | | 1St | | 1He | 1Lu |
| Heathrow | 2 | | | | | | | | | | | | | | | | 2Pr | | | | | | | | | | | | | | | |
| Luton | 29 | | | | | | 1St | | | | 2Bi | | | 1He | | 1Em | 1He 5Ga 3St 1Bi 1Ga | 6Ga 3Bi | 1Ga | | | | 2Em | | | | | 1St | | | 1St | |
| Southend | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Stansted | 3 | | | | | | | | | | | | | | | 1Ga | | | | 2Lu | | | | | | | | | | | | |
| Aberdeen | 9 | | | | | | | | | 2Ed | | | 1Ed | 1Ed | | | | | | | | | 1GI 2Ki | | | | | | | | 2Ed | |
| Belfast | 3 | 1BI | | | | | | | | 1BI | | | | | | | | | | | 1Em | | | | | | | | | | | |
| Birmingham | 4 | | | | | | | | | | | | | | | | 1Em 3Ma 3Bi | | | | | | | | | | | | | | | |
| East Midlands | 10 | | | | | | | | | | | | | | | | 1Lu 5Bi | | | | | | | | | | | | | | 1Lu | |
| Edinburgh | 8 | | | | | | | | | 1GI | | | | | | | | | | | | | | | | | | | | | | |
| Glasgow | 9 | 1Ma | | | | 1Pr | | | | | 3Pr | | | | | | | | | 1Ga | | | 4GI 1Ma 1Pr | | | | | 1Pr | 2GI | 1GI | | |
| Humberside | 5 | | | | | | | | | | | | | | | | 5Te | | | | | | | | | | | | | | | |
| Isle of Man | 1 | | | | | | | | | | | | | | | | | 1Ma 1Bi | 1Em | 2Te | 1Ma | | | | | | | | | | 1Ma | |
| Leeds | 17 | | 1Ma | | | | | | | | 1Ma | | | | | | 4Ma 1Ne 4Te | 1Ma 1Bi | | | | | | | | | | | | | | |
| Liverpool | 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Manchester | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Newcastle | 8 | | | | | | | | | | | | | 1Te | | | | | | | | | | | | | | | | | | |
| Prestwick | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Southampton | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sumburgh | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Swansea | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tees-side | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other Internal | 20 | | 3Ex 2Sh | 3Ex | | | 2Ex | | | | 1Bo 1Ex 2Sh | 2Bo 1Ex | 1Sh | 1Ex | | 1Sh | | | | | | | | | | | | | | | | |
| Overseas | 5 | | 1He 1St | | | | | | | | | | | | | 1Ma | | | | | | | | | | | | | | | 1He | 1Cd |
| All Aerodromes | 154 | 2 | 8 | 3 | — | 1 | 3 | — | — | 4 | 11 | 3 | 2 | 4 | — | 7 | 34 | 20 | 8 | 4 | 1 | 15 | 3 | — | 1 | — | 1 | 5 | 4 | 6 | 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 | Co | Coventry | | | | | | | Ha | Hawarden | | | | | Li | Liverpool | | | | Pr | Prestwick | | | | | | | | | Ti | Tiree |
| Be | Belfast | Cd | Cardiff | | | | | | | 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 March 1979

Table 15

| | Total | | | Scheduled Services | | | | | | Charter Flights | | | | | |
|-------------------------------|------------------------------------|------------------------|-----------------------|--------------------------|---------|----------|---------|--------------------|---------|--------------------------|---------|----------|---------|--------------------|---------|
| | Terminal and Transit Passengers | Terminal Passengers | Transit Passengers | United Kingdom operators | | | | Overseas operators | | United Kingdom operators | | | | Overseas operators | |
| | | | | British Airways | | Others | | Terminal | Transit | British Airways | | Others | | Terminal | Transit |
| | | | | Terminal | Transit | Terminal | Transit | | | Terminal | Transit | Terminal | Transit | | |
| London Area Airports | | | | | | | | | | | | | | | |
| + Gatwick | 537 016 | 531 694 | 5 322 | 11 952 | — | 171 287 | 1 234 | 25 785 | — | 39 439 | 89 | 230 192 | 964 | 53 039 | 3 035 |
| + Heathrow | 2 048 714 | 2 016 524 | 32 190 | 1 034 542 | 19 | 40 580 | 11 | 940 725 | 32 078 | 53 | — | — | — | 624 | 82 |
| + Luton | 160 869 | 160 444 | 425 | — | — | 19 | 8 | — | — | 1 681 | 129 | 146 119 | 243 | 12 625 | 45 |
| + Southend | 11 157 | 11 157 | — | — | — | 9 516 | — | — | — | — | — | 1 338 | — | 273 | — |
| + Stansted | 25 216 | 24 966 | 250 | — | — | 279 | — | 135 | — | — | — | 2 039 | — | 22 513 | 250 |
| TOTAL (London Area) | 2 782 972 | 2 744 785 | 38 187 | 1 046 494 | 19 | 221 681 | 1 253 | 966 645 | 32 078 | 41 173 | 218 | 379 718 | 1 207 | 89 074 | 3 412 |
| Westland Heliport (Battersea) | 530 | 530 | — | — | — | — | — | — | — | — | — | 530 | — | — | — |
| Other UK Airports | | | | | | | | | | | | | | | |
| + Aberdeen | 101 950 | 100 427 | 1 523 | 42 291 | 445 | 13 119 | — | — | — | 8 006 | — | 35 682 | 809 | 1 329 | 269 |
| + Belfast | 95 422 | 95 422 | — | 74 434 | — | 15 793 | — | 726 | — | — | — | 3 000 | — | 1 469 | — |
| + Benbecula | 2 145 | 2 087 | 58 | 1 350 | — | 737 | 58 | — | — | — | — | — | — | — | — |
| + Birmingham | 109 205 | 105 682 | 3 523 | 40 755 | 1 632 | 11 137 | 1 691 | 7 536 | 200 | 446 | — | 40 734 | — | 5 074 | — |
| + Blackpool | 4 311 | 4 263 | 48 | — | — | 4 087 | 48 | — | — | — | — | 160 | — | 16 | — |
| + Bournemouth | 10 603 | 10 598 | 5 | — | — | 9 335 | — | — | — | — | — | 1 263 | 5 | — | — |
| + Bristol | 15 868 | 13 236 | 2 632 | 2 599 | 2 125 | 2 022 | 293 | 908 | 207 | — | — | 4 561 | — | 3 146 | 7 |
| + Cambridge | 1 165 | 1 165 | — | — | — | — | — | — | — | — | — | 460 | — | 705 | — |
| + Cardiff | 17 757 | 15 034 | 2 723 | 2 964 | 309 | 3 862 | 1 876 | 587 | 408 | — | — | 4 809 | 130 | 2 812 | — |
| + Coventry | 365 | 365 | — | — | — | — | — | — | — | — | — | 327 | — | 38 | — |
| + East Midlands | 39 173 | 38 954 | 219 | — | — | 15 917 | 217 | 6 | — | 444 | — | 20 929 | 2 | 1 658 | — |
| + Edinburgh | 99 283 | 97 912 | 1 371 | 62 917 | — | 21 573 | 1 343 | 2 030 | 1 | — | — | 6 209 | 27 | 5 183 | — |
| + Exeter | 5 469 | 5 162 | 307 | — | — | 3 922 | 307 | — | — | — | — | 1 229 | — | 11 | — |
| + Glasgow | 185 079 | 182 601 | 2 478 | 104 654 | 292 | 29 066 | — | 10 215 | 1 801 | 675 | — | 35 515 | 385 | 2 476 | — |
| + Gloucester/Cheltenham | 646 | 646 | — | — | — | 375 | — | — | — | — | — | 271 | — | — | — |
| + Hawarden | 368 | 368 | — | — | — | 368 | — | — | — | — | — | — | — | — | — |
| + Humberside | 3 527 | 3 527 | — | — | — | 3 255 | — | — | — | — | — | 216 | — | 56 | — |
| + Inverness | 12 557 | 11 491 | 1 066 | 9 672 | 1 053 | 1 319 | — | — | — | — | — | 500 | 13 | — | — |
| + Islay | 1 035 | 1 035 | — | — | — | 984 | — | — | — | — | — | 51 | — | — | — |
| + Isle of Man | 19 097 | 17 785 | 1 312 | 7 016 | — | 10 769 | 1 312 | — | — | — | — | — | — | — | — |
| + Isles of Scilly | 4 003 | 4 003 | — | 4 003 | — | — | — | — | — | — | — | — | — | — | — |
| + Kirkwall | 10 505 | 9 026 | 1 479 | 3 478 | 1 326 | 2 459 | — | — | — | 988 | 118 | 2 089 | 35 | 12 | — |
| + Leeds/Bradford | 28 795 | 26 728 | 2 067 | 12 241 | — | 8 304 | 2 045 | 564 | 7 | — | — | 5 549 | 15 | 70 | — |
| + Liverpool | 31 223 | 30 050 | 1 173 | 188 | — | 20 375 | 863 | 2 401 | 112 | — | — | 70 476 | 97 | 40 | 101 |
| + Lydd | 4 659 | 4 649 | 10 | — | — | 4 649 | — | — | — | — | — | — | — | — | — |
| + Manchester | 234 828 | 229 886 | 4 942 | 108 370 | 643 | 10 329 | 2 160 | 28 138 | 1 309 | 1 041 | — | 78 679 | 708 | 3 329 | 122 |
| + Manston | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| + Newcastle | 54 585 | 51 155 | 3 430 | 21 975 | — | 16 530 | 3 389 | — | — | — | — | 10 103 | 41 | 2 547 | — |
| + Norwich | 13 620 | 13 435 | 185 | — | — | 12 040 | 182 | — | — | — | — | 1 383 | 3 | 12 | — |
| + Penzance Heliport | 4 402 | 4 402 | — | 4 003 | — | — | — | — | — | 399 | — | — | — | — | — |
| + Prestwick | 27 623 | 14 030 | 13 593 | 8 091 | 8 146 | 97 | — | 1 448 | 5 035 | — | — | 2 123 | 200 | 2 271 | 212 |
| + Southampton | 22 623 | 22 446 | 177 | 5 200 | — | 16 392 | 78 | — | — | — | — | 817 | 99 | 37 | — |
| + Stornoway | 5 696 | 5 696 | — | 3 807 | — | 688 | — | — | — | — | — | 1 199 | — | 2 | — |
| + Sumburgh | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx |
| + Swansea | 124 | 86 | 38 | — | — | 41 | 38 | — | — | — | — | 29 | — | 16 | — |
| + Tees-side | 22 422 | 21 125 | 1 297 | — | — | 17 345 | 1 152 | — | — | — | — | 3 133 | 145 | 647 | — |
| + Tiree | 496 | 279 | 217 | — | — | 269 | 217 | — | — | — | — | 10 | — | — | — |
| + Wick | 4 114 | 2 800 | 1 314 | 1 426 | 1 299 | 1 146 | 15 | — | — | 4 | — | 224 | — | — | — |
| TOTAL (Incl. London Area) | 3 978 245 | 3 892 871 | 85 374 | 1 567 928 | 17 289 | 479 985 | 18 547 | 1 021 204 | 41 158 | 53 176 | 336 | 648 548 | 3 921 | 122 030 | 4 123 |
| Channel Islands Airports | | | | | | | | | | | | | | | |
| Alderney | 3 456 | 3 430 | 26 | — | — | 3 401 | 26 | — | — | — | — | 29 | — | — | — |
| Guernsey | 33 881 | 31 812 | 2 069 | 8 395 | — | 23 108 | 2 066 | 96 | 2 | — | — | 213 | 1 | — | — |
| Jersey | 72 783 | 71 255 | 1 528 | 27 719 | 264 | 42 059 | 1 206 | — | — | — | — | 1 017 | 39 | 460 | 19 |
| TOTAL (Channel Is. Airports) | 110 120 | 106 497 | 3 623 | 36 114 | 264 | 68 568 | 3 298 | 96 | 2 | — | — | 1 259 | 40 | 460 | 19 |

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

xx Not supplied.

Terminal Air Passengers for March 1979

Table 16

Comparison with a Year Earlier

| | 1979 | 1978 | Percentage change |
|----------------------------------|-----------|-----------|-------------------|
| London Area Airports | | | |
| +Gatwick | 531 694 | 483 800 | 9.9 |
| +Heathrow | 2 016 524 | 1 985 915 | 1.5 |
| +Luton | 160 444 | 160 139 | 0.2 |
| +Southend | 11 157 | 18 812 | -40.7 |
| +Stansted | 24 966 | 21 577 | 15.7 |
| TOTAL (London Area) | 2 744 785 | 2 670 243 | 2.8 |
| Westland Heliport (Battersea) | 530 | 491 | 7.9 |
| Other UK Airports | | | |
| +Aberdeen | 100 427 | 97 733 | 2.8 |
| +Belfast | 95 422 | 90 506 | 5.4 |
| Benbecula | 2 087 | 2 149 | -2.9 |
| +Birmingham | 105 682 | 87 924 | 20.2 |
| +Blackpool | 4 263 | 6 282 | -32.1 |
| +Bournemouth | 10 598 | 13 884 | -23.7 |
| +Bristol | 13 236 | 17 611 | -24.8 |
| +Cambridge | 1 165 | 1 041 | 11.9 |
| +Cardiff | 15 034 | 20 603 | -27.0 |
| +Coventry | 365 | 506 | -27.9 |
| +East Midlands | 38 954 | 36 929 | 5.5 |
| +Edinburgh | 97 912 | 83 464 | 17.3 |
| +Exeter | 5 162 | 3 667 | 40.8 |
| +Glasgow | 182 601 | 152 785 | 19.5 |
| Gloucester/Cheltenham | 646 | 1 168 | 44.7 |
| Hawarden | 368 | 325 | 13.2 |
| Humberside | 3 527 | 3 170 | 11.3 |
| Inverness | 11 491 | 14 076 | 18.4 |
| Islay | 1 035 | 977 | 5.9 |
| +Isle of Man | 17 785 | 19 370 | -8.2 |
| Isles of Scilly | 4 003 | 5 090 | -21.4 |
| +Kirkwall | 9 026 | 8 140 | 10.9 |
| +Leeds/Bradford | 26 728 | 26 578 | 0.6 |
| +Liverpool | 30 050 | 17 475 | 72.0 |
| +Lydd | 4 649 | 6 106 | -23.9 |
| +Manchester | 229 886 | 202 821 | 13.3 |
| +Manston | | 229 | — |
| +Newcastle | 51 155 | 49 230 | 3.9 |
| +Norwich | 13 435 | 13 336 | 0.7 |
| Penzance Heliport | 4 402 | 4 973 | -11.5 |
| +Prestwick | 14 030 | 12 399 | 13.2 |
| +Southampton | 22 446 | 20 758 | 8.1 |
| Stornoway | 5 696 | 4 370 | 30.3 |
| +Sumburgh | xx | 58 848 | — |
| Swansea | 86 | | — |
| +Tees-side | 21 125 | 23 974 | -11.9 |
| Tiree | 279 | 238 | 17.2 |
| Wick | 2 800 | 2 690 | 4.1 |
| TOTAL (Incl. London Area) | 3 892 871 | 3 782 159 | 2.9 |
| Channel Islands Airports | | | |
| Alderney | 3 430 | 4 399 | -22.0 |
| Guernsey | 31 812 | 34 387 | 7.5 |
| Jersey | 71 255 | 86 181 | -17.3 |
| TOTAL (Channel Islands Airports) | 106 497 | 124 967 | -14.8 |

International and Domestic Passenger Traffic March 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 | 531 694 | 462 434 | 420 208 | 10 | 69 260 | 63 592 | 9 |
| + Heathrow | 2 016 524 | 1 690 033 | 1 692 592 | — | 326 491 | 293 323 | 11 |
| + Luton | 160 444 | 159 988 | 159 921 | — | 456 | 218 | 109 |
| + Southend | 11 157 | 9 965 | 17 296 | -42 | 1 192 | 1 516 | -21 |
| + Stansted | 24 966 | 24 687 | 21 506 | 15 | 279 | 71 | 293 |
| TOTAL (London Area) | 2 744 785 | 2 347 107 | 2 311 523 | 2 | 397 678 | 358 720 | 11 |
| Westland Heliport (Battersea) | 530 | — | — | — | 530 | 491 | 8 |
| Other UK Airports | | | | | | | |
| + Aberdeen | 100 427 | 23 379 | 27 926 | -16 | 77 048 | 69 807 | 10 |
| + Belfast | 95 422 | 4 332 | 2 217 | 95 | 91 090 | 88 289 | 3 |
| Benbecula | 2 087 | — | — | — | 2 087 | 2 149 | -3 |
| + Birmingham | 105 682 | 72 428 | 56 524 | 28 | 33 254 | 31 400 | 6 |
| + Blackpool | 4 263 | 244 | 896 | -73 | 4 019 | 5 386 | -25 |
| + Bournemouth | 10 598 | 1 230 | 2 677 | -54 | 9 368 | 11 207 | -16 |
| + Bristol | 13 236 | 10 719 | 15 099 | -29 | 2 517 | 2 512 | — |
| + Cambridge | 1 165 | 1 120 | 505 | 122 | 45 | 536 | -92 |
| Cardiff | 15 034 | 10 695 | 15 952 | -33 | 4 339 | 4 651 | -7 |
| + Coventry | 365 | 310 | 339 | -9 | 55 | 167 | -67 |
| + East Midlands | 38 954 | 28 467 | 26 580 | 7 | 10 487 | 10 349 | 1 |
| + Edinburgh | 97 912 | 17 028 | 10 927 | 56 | 80 884 | 72 537 | 12 |
| + Exeter | 5 162 | 1 546 | 635 | 143 | 3 616 | 3 032 | 19 |
| + Glasgow | 182 601 | 38 070 | 28 568 | 33 | 144 531 | 124 217 | 16 |
| Gloucester/Cheltenham | 646 | — | — | — | 646 | 1 168 | -45 |
| Hawarden | 368 | — | — | — | 368 | 325 | 13 |
| Humberside | 3 527 | 972 | 1 106 | -12 | 2 555 | 2 064 | 24 |
| Inverness | 11 491 | 329 | 353 | -7 | 11 162 | 13 723 | -19 |
| Islay | 1 035 | — | — | — | 1 035 | 977 | 6 |
| + Isle of Man | 17 785 | 566 | 654 | -13 | 17 219 | 18 716 | -8 |
| Isles of Scilly | 4 003 | — | — | — | 4 003 | 5 090 | -21 |
| + Kirkwall | 9 026 | 82 | 279 | -71 | 8 944 | 7 861 | 14 |
| + Leeds/Bradford | 26 728 | 9 678 | 9 142 | 6 | 17 050 | 17 436 | -2 |
| + Liverpool | 30 050 | 10 612 | 4 440 | 139 | 19 438 | 13 035 | 49 |
| + Lydd | 4 649 | 4 649 | 6 106 | -24 | — | — | — |
| + Manchester | 229 886 | 149 938 | 134 891 | 11 | 79 948 | 67 930 | 18 |
| + Manston | .. | .. | 229 | — | .. | .. | — |
| + Newcastle | 51 155 | 20 296 | 18 922 | 7 | 30 859 | 30 308 | 2 |
| + Norwich | 13 435 | 6 464 | 6 579 | -2 | 6 971 | 6 757 | 3 |
| Penzance | 4 402 | 399 | — | — | 4 003 | 4 973 | -20 |
| + Prestwick | 14 030 | 13 159 | 11 237 | 17 | 871 | 1 162 | -25 |
| + Southampton | 22 446 | 2 804 | 960 | 192 | 19 642 | 19 798 | -1 |
| Stornoway | 5 696 | — | — | — | 5 696 | 4 370 | 30 |
| + Sumburgh | xx | xx | 22 859 | — | xx | 35 989 | — |
| Swansea | 86 | 19 | .. | — | 67 | .. | — |
| + Tees-side | 21 125 | 3 477 | 4 471 | -22 | 17 648 | 19 503 | -10 |
| Tiree | 279 | — | — | — | 279 | 238 | 17 |
| Wick | 2 800 | — | — | — | 2 800 | 2 690 | 4 |
| TOTAL (Incl. London Area) | 3 892 871 | 2 780 119 | 2 722 596 | 2 | 1 112 752 | 1 059 563 | 5 |

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

xx not supplied.

International Air Passenger Traffic to and from Airports for March 1979

Table 18

Comparison with a Year Earlier

| | 1979 | | | 1978 | | | Percentage change |
|------------------------------|---------|---------|---------|---------|---------|---------|----------------------|
| | Total | Sched. | Charter | Total | Sched. | Charter | |
| EUROPE | | | | | | | |
| Austria | 13 929 | 10 232 | 3 697 | 18 851 | 10 572 | 8 279 | -26 |
| London – Vienna | 10 853 | 9 134 | 1 719 | 15 374 | 9 422 | 5 952 | -29 |
| Other Routes | 3 076 | 1 098 | 1 978 | 3 477 | 1 150 | 2 327 | -12 |
| Belgium | 72 709 | 69 169 | 3 540 | 72 460 | 71 503 | 957 | — |
| London – Brussels | 53 482 | 51 027 | 2 455 | 49 395 | 49 354 | 41 | 8 |
| Other S.E. England – Belgium | 10 973 | 10 131 | 842 | 14 197 | 13 767 | 430 | -23 |
| Other Routes | 8 254 | 8 011 | 243 | 8 868 | 8 382 | 486 | -7 |
| Denmark | 45 517 | 34 818 | 10 699 | 49 209 | 34 787 | 14 422 | -8 |
| London – Copenhagen | 34 051 | 28 698 | 5 353 | 36 946 | 29 462 | 7 484 | -8 |
| Other Routes | 11 466 | 6 120 | 5 346 | 12 263 | 5 325 | 6 938 | -6 |
| Finland | 9 561 | 9 039 | 522 | 9 693 | 8 347 | 1 346 | -1 |
| France | 251 052 | 226 458 | 24 594 | 245 338 | 217 663 | 27 675 | 2 |
| London – Nice | 10 642 | 10 189 | 453 | 9 373 | 8 979 | 394 | 14 |
| – Paris | 169 884 | 163 652 | 6 232 | 162 624 | 157 457 | 5 167 | 4 |
| – N. France (a) | 7 247 | 7 013 | 234 | 8 501 | 7 338 | 1 163 | -15 |
| – Other France | 25 783 | 18 485 | 7 298 | 21 768 | 17 086 | 4 682 | 18 |
| Manchester – Paris | 8 359 | 8 355 | 4 | 7 161 | 7 123 | 38 | 17 |
| Other UK – Paris | 15 238 | 12 468 | 2 770 | 13 488 | 10 080 | 3 408 | 13 |
| Luton – Other France | 5 802 | — | 5 802 | 4 868 | — | 4 868 | 19 |
| Other S.E. England – France | 6 003 | 5 425 | 578 | 8 613 | 8 222 | 391 | -30 |
| Other Routes | 2 094 | 871 | 1 223 | 8 942 | 1 378 | 7 564 | -77 |
| Germany Fed. Republic | 220 850 | 174 117 | 46 733 | 217 653 | 156 216 | 61 437 | 1 |
| London – Dusseldorf | 30 990 | 27 580 | 3 410 | 33 061 | 28 887 | 4 174 | -6 |
| – Frankfurt | 55 540 | 50 330 | 5 210 | 49 043 | 43 314 | 5 729 | 13 |
| – Hamburg | 26 932 | 23 037 | 3 895 | 24 487 | 21 326 | 3 161 | 10 |
| – Munich | 31 587 | 18 397 | 13 190 | 31 211 | 15 626 | 15 585 | 1 |
| – Other Germany | 46 309 | 40 385 | 5 924 | 41 616 | 35 899 | 5 717 | 11 |
| Luton – Germany | 7 601 | — | 7 601 | 16 497 | — | 16 497 | -54 |
| Manchester – Germany | 11 306 | 9 154 | 2 152 | 12 380 | 7 747 | 4 633 | -9 |
| Other Routes | 10 585 | 5 234 | 5 351 | 9 358 | 3 417 | 5 941 | 13 |
| Gibraltar | 5 770 | 3 987 | 1 783 | 4 765 | 4 021 | 744 | 21 |
| Greece | 42 728 | 28 614 | 14 114 | 40 522 | 26 466 | 14 056 | 5 |
| Iceland | 2 644 | 2 420 | 224 | 3 077 | 2 788 | 289 | -14 |
| London – Reykjavik | 1 626 | 1 520 | 116 | 1 750 | 1 750 | — | -7 |
| Glasgow – Reykjavik | 910 | 910 | — | 1 038 | 1 038 | — | -12 |
| Other Routes | 108 | — | 108 | 289 | — | 289 | -63 |

Table 18 cont.

| | 1979 | | | 1978 | | | Percentage change |
|--|---------|---------|---------|---------|---------|---------|-------------------|
| | Total | Sched. | Charter | Total | Sched. | Charter | |
| Irish Republic | 142 392 | 135 009 | 7 383 | 135 435 | 127 534 | 7 901 | 5 |
| London – Cork | 11 079 | 10 972 | 107 | 11 644 | 10 729 | 915 | -5 |
| – Dublin | 72 827 | 72 827 | — | 70 141 | 69 746 | 395 | 4 |
| – Shannon | 7 087 | 7 087 | — | 7 709 | 7 155 | 554 | -8 |
| Manchester – Dublin | 12 287 | 12 056 | 231 | 10 564 | 10 529 | 35 | 16 |
| Birmingham – Dublin | 11 921 | 10 265 | 1 656 | 12 055 | 10 376 | 1 679 | -1 |
| Glasgow – Dublin | 5 892 | 5 892 | — | 4 932 | 4 920 | 12 | 19 |
| Liverpool – Dublin | 3 688 | 3 658 | 30 | 3 819 | 3 651 | 168 | -3 |
| Leeds/Bradford – Dublin | 1 513 | 1 513 | — | 2 092 | 2 091 | 1 | -28 |
| Edinburgh – Dublin | 5 956 | 1 956 | 4 000 | 961 | 961 | — | 520 |
| Bristol – Dublin | 1 500 | 1 461 | 39 | 1 336 | 1 159 | 177 | 12 |
| Other Routes | 8 642 | 7 322 | 1 320 | 10 182 | 6 217 | 3 965 | -15 |
| Italy | 173 402 | 57 992 | 115 410 | 191 350 | 73 472 | 117 878 | -9 |
| London – Genoa (g) | 80 | — | 80 | 62 | — | 62 | 29 |
| – Milan | 35 899 | 16 515 | 19 384 | 44 137 | 24 052 | 20 085 | -19 |
| – Rimini (g) | — | — | — | — | — | — | — |
| – Rome | 32 024 | 23 469 | 8 555 | 41 199 | 31 466 | 9 733 | -22 |
| – Venice | 8 948 | 1 734 | 7 214 | 12 677 | 3 621 | 9 056 | -29 |
| – Other Italy | 26 778 | 10 493 | 16 285 | 30 092 | 11 296 | 18 796 | -11 |
| Luton – Rimini | 1 347 | — | 1 347 | 757 | — | 757 | 78 |
| – Other Italy | 47 348 | — | 47 348 | 44 426 | — | 44 426 | 17 |
| Other S.E. England – Italy | — | — | — | — | — | — | — |
| N. England – Italy (h) | 4 950 | — | 4 950 | 7 359 | — | 7 359 | -33 |
| Other Routes | 16 028 | 5 781 | 10 247 | 10 641 | 3 037 | 7 604 | 51 |
| Luxembourg | 5 046 | 5 037 | 9 | 4 890 | 4 878 | 12 | 3 |
| London – Luxembourg | 5 037 | 5 037 | — | 4 878 | 4 878 | — | 3 |
| Other Routes | 9 | — | 9 | 12 | — | 12 | -25 |
| Netherlands | 158 410 | 155 222 | 3 188 | 166 028 | 162 057 | 3 971 | -5 |
| London – Amsterdam | 89 510 | 88 023 | 1 487 | 97 081 | 94 624 | 2 457 | -8 |
| – Rotterdam | 18 316 | 18 165 | 151 | 18 463 | 18 463 | — | -1 |
| Other S.E. England – Netherlands | 7 155 | 6 213 | 942 | 8 333 | 8 002 | 331 | -14 |
| Manchester – Amsterdam | 10 648 | 10 648 | — | 11 592 | 11 354 | 238 | -8 |
| Other Routes | 32 781 | 32 173 | 608 | 30 559 | 29 614 | 945 | 7 |
| Norway | 41 182 | 31 557 | 9 625 | 45 841 | 28 851 | 16 990 | -10 |
| London – Oslo | 22 197 | 17 779 | 4 418 | 20 276 | 14 302 | 5 974 | 9 |
| Other Routes | 18 985 | 13 778 | 5 207 | 25 565 | 14 549 | 11 016 | -26 |
| Portugal | 35 099 | 19 416 | 15 683 | 34 321 | 18 832 | 15 489 | 2 |
| London – Lisbon | 14 543 | 13 580 | 963 | 16 155 | 12 941 | 3 214 | -10 |
| Other Routes | 20 556 | 5 836 | 14 720 | 18 166 | 5 891 | 12 275 | 13 |
| Soviet Union and Eastern Europe (b) | 28 020 | 20 365 | 7 655 | 28 654 | 21 569 | 7 085 | -2 |
| London – Moscow | 6 727 | 5 924 | 803 | 9 051 | 7 765 | 1 286 | -26 |
| – Prague | 1 943 | 1 943 | — | 2 218 | 2 218 | — | -12 |
| Other Routes | 19 350 | 12 498 | 6 852 | 17 385 | 11 586 | 5 799 | 11 |

Table 18 cont.

| | 1979 | | | 1978 | | | Percentage change |
|----------------------------|---------|--------|---------|---------|--------|---------|----------------------|
| | Total | Sched. | Charter | Total | Sched. | Charter | |
| Spain | 331 552 | 77 263 | 254 289 | 316 053 | 92 940 | 223 113 | 5 |
| London – Barcelona | 16 754 | 12 745 | 4 009 | 22 646 | 15 773 | 6 873 | -26 |
| – Ibiza | 1 570 | 740 | 830 | 2 460 | 807 | 1 653 | -36 |
| – Madrid | 33 328 | 28 522 | 4 806 | 42 319 | 34 910 | 7 409 | -21 |
| – Malaga | 29 060 | 11 775 | 17 285 | 28 226 | 13 841 | 14 385 | 3 |
| – Palma | 39 647 | 8 538 | 31 109 | 34 875 | 10 839 | 24 036 | 14 |
| – Other Spain | 38 464 | 14 614 | 23 850 | 39 490 | 16 174 | 23 316 | -3 |
| Luton – Alicante | 9 632 | — | 9 632 | 6 649 | — | 6 649 | 45 |
| – Barcelona | — | — | — | 1 448 | — | 1 448 | — |
| – Gerona | 2 063 | — | 2 063 | 3 173 | — | 3 173 | -35 |
| – Ibiza | 985 | — | 985 | 829 | — | 829 | 19 |
| – Palma | 9 206 | — | 9 206 | 7 513 | — | 7 513 | 23 |
| – Other Spain | 13 108 | — | 13 108 | 11 532 | — | 11 532 | 14 |
| Other S.E. England – Spain | — | — | — | 114 | — | 114 | — |
| Manchester – Barcelona | — | — | — | — | — | — | — |
| – Palma | 19 363 | — | 19 363 | 15 589 | — | 15 589 | 24 |
| Other N. England – Spain | 44 952 | — | 44 952 | 37 882 | 257 | 37 625 | 19 |
| Scotland – Spain | 19 216 | — | 19 216 | 16 360 | — | 16 360 | 17 |
| Other Routes | 54 204 | 329 | 53 875 | 44 948 | 339 | 44 609 | 21 |
| Sweden | 33 005 | 23 355 | 9 650 | 37 539 | 20 071 | 17 468 | -12 |
| London – Stockholm | 20 519 | 16 657 | 3 862 | 18 802 | 13 717 | 5 085 | 9 |
| Other Routes | 12 486 | 6 698 | 5 788 | 18 737 | 6 354 | 12 383 | -33 |
| Switzerland | 116 009 | 80 321 | 35 688 | 120 132 | 80 099 | 40 033 | -3 |
| London – Basle | 5 330 | 5 043 | 287 | 7 572 | 6 265 | 1 307 | -30 |
| – Geneva | 49 520 | 31 144 | 18 376 | 50 433 | 32 952 | 17 481 | -2 |
| – Zurich | 46 436 | 37 268 | 9 168 | 51 125 | 34 498 | 16 627 | -9 |
| Luton – Switzerland | 6 583 | — | 6 583 | 3 647 | — | 3 647 | 81 |
| Other Routes | 8 140 | 6 866 | 1 274 | 7 355 | 6 384 | 971 | 11 |
| Yugoslavia | 19 468 | 7 507 | 11 961 | 15 558 | 7 901 | 7 657 | 25 |
| London – Dubrovnic | 948 | — | 948 | 1 791 | — | 1 791 | -47 |
| – Ljubljana | 2 604 | 993 | 1 611 | 1 965 | 1 566 | 399 | 33 |
| Luton – Yugoslavia | 351 | — | 351 | 7 | — | 7 | 4 914 |
| Other Routes | 15 565 | 6 514 | 9 051 | 11 795 | 6 335 | 5 460 | 32 |
| Other Europe | 89 302 | 49 014 | 40 288 | 73 136 | 45 887 | 27 249 | 22 |
| WESTERN HEMISPHERE | | | | | | | |
| Canada | 59 532 | 54 258 | 5 274 | 65 407 | 56 635 | 8 772 | -9 |
| London – Montreal | 12 656 | 12 656 | — | 13 252 | 12 744 | 508 | -4 |
| – Toronto | 23 451 | 18 776 | 4 675 | 25 686 | 19 742 | 5 944 | -9 |
| – Other Canada | 14 254 | 13 746 | 508 | 18 018 | 16 042 | 1 976 | -21 |
| Other UK – Montreal | 1 320 | 1 320 | — | 1 762 | 1 762 | — | -25 |
| – Toronto | 6 429 | 6 357 | 72 | 5 285 | 5 030 | 225 | 22 |
| Other Routes | 1 422 | 1 403 | 19 | 1 404 | 1 315 | 89 | 1 |

Table 18 cont.

| | 1979 | | | 1978 | | | Percentage change |
|--|-----------|-----------|---------|-----------|-----------|---------|-------------------|
| | Total | Sched. | Charter | Total | Sched. | Charter | |
| United States | 318 654 | 306 119 | 12 535 | 291 959 | 261 060 | 30 899 | 9 |
| London – New York | 105 668 | 102 517 | 3 151 | 126 667 | 114 512 | 12 155 | -17 |
| – Other East Coast USA | 75 705 | 74 590 | 1 115 | 69 995 | 66 888 | 3 107 | 8 |
| – Chicago and Detroit | 26 815 | 26 508 | 307 | 27 772 | 23 120 | 4 652 | -3 |
| – West Coast USA | 68 971 | 64 473 | 4 498 | 50 227 | 43 454 | 6 773 | 37 |
| – Other USA | 33 376 | 31 515 | 1 861 | 10 052 | 7 707 | 2 345 | 232 |
| Other UK – New York | 6 575 | 6 515 | 60 | 5 693 | 5 282 | 411 | 15 |
| Other Routes | 1 544 | 1 | 1 543 | 1 553 | 97 | 1 456 | -1 |
| West Atlantic and Caribbean Islands | 24 733 | 23 884 | 849 | 21 220 | 20 563 | 657 | 17 |
| Central and South America | 12 202 | 12 202 | — | 10 834 | 10 834 | — | 13 |
| REST OF THE WORLD | | | | | | | |
| Canary Islands | 69 612 | 4 115 | 65 497 | 48 548 | 5 291 | 43 257 | 43 |
| North Africa (c) | 30 907 | 19 866 | 11 041 | 25 815 | 16 999 | 8 816 | 20 |
| East Africa (d) | 13 709 | 13 671 | 38 | 14 205 | 12 442 | 1 763 | -3 |
| Central Africa (e) | 4 846 | 4 846 | — | 5 845 | 5 845 | — | -17 |
| West Africa (d) | 23 795 | 23 049 | 746 | 27 429 | 27 425 | 4 | -13 |
| South Africa | 28 945 | 28 945 | — | 24 072 | 23 685 | 387 | 20 |
| Middle East (f) | 132 577 | 124 393 | 8 184 | 147 807 | 144 956 | 2 851 | -10 |
| India | 28 985 | 28 985 | — | 23 409 | 23 395 | 14 | 24 |
| Pakistan | 12 443 | 12 443 | — | 10 497 | 10 497 | — | 19 |
| Far East | 74 629 | 74 335 | 294 | 60 364 | 57 119 | 3 245 | 24 |
| Australia and New Zealand | 53 308 | 53 308 | — | 31 376 | 31 376 | — | 70 |
| Other Routes n.e.i. | 38 511 | 8 975 | 29 536 | 63 324 | 9 532 | 53 792 | -39 |
| ALL ROUTES | 2 765 035 | 2 014 306 | 750 729 | 2 702 616 | 1 934 108 | 768 508 | 2 |

London includes Heathrow, Gatwick and Stansted.

S.E. England includes Ashford, 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, ie, the aircraft's ultimate origin or destination. This has been the practise since the 1st 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.

Domestic Passengers by Main Routes March 1979

Table 19

Comparison with a Year Earlier

| Origin/Destination | | 1979 | 1978 | Percentage change |
|--------------------|-------------------------|---------|---------|-------------------|
| London (a) | Aberdeen | 25 701 | 23 183 | 11 |
| | Belfast | 48 683 | 48 000 | 1 |
| | Birmingham | 10 918 | 11 102 | -2 |
| | Channel Islands | 37 450 | 40 484 | -7 |
| | Edinburgh | 63 750 | 56 400 | 13 |
| | Glasgow | 83 788 | 72 515 | 16 |
| | Manchester | 47 412 | 36 960 | 28 |
| | Newcastle | 24 003 | 23 893 | — |
| | Tees-side | 13 499 | 14 619 | -8 |
| | Other airports | 40 826 | 29 831 | 37 |
| Belfast | Birmingham | 6 115 | 6 059 | 1 |
| | East Midlands | 3 263 | 2 968 | 10 |
| | Edinburgh | 1 605 | 1 661 | -3 |
| | Glasgow | 8 494 | 7 273 | 17 |
| | Isle of Man | 856 | 1 426 | -40 |
| | Manchester | 11 363 | 11 597 | -2 |
| | Newcastle | 1 267 | 1 221 | 4 |
| | Other airports | 9 444 | 8 084 | 17 |
| Channel Islands | Bristol/Glamorgan | 2 567 | 3 055 | -16 |
| | Glasgow | — | — | — |
| | Leeds/Bradford | 4 | 4 | — |
| | Liverpool | 138 | 16 | 763 |
| | Manchester | 1 785 | 1 815 | -2 |
| | Other airports | 33 368 | 37 866 | -12 |
| Edinburgh | Manchester | 4 372 | 4 419 | -1 |
| | Other airports | 11 157 | 10 057 | 11 |
| Glasgow | Birmingham | 5 395 | 4 812 | 12 |
| | East Midlands | 4 595 | 3 846 | 19 |
| | Isle of Man | 573 | 644 | -11 |
| | Manchester | 6 494 | 5 645 | 15 |
| | Other Scottish airports | 24 223 | 24 907 | -3 |
| | Other airports | 10 969 | 4 574 | 140 |
| Isle of Man | Manchester | 4 305 | 3 180 | 35 |
| | Newcastle | — | — | — |
| | Other airports | 8 768 | 9 824 | -11 |
| Penzance | Isles of Scilly | 4 003 | 4 973 | -20 |
| Other Routes | | 32 879 | 53 780 | -39 |
| TOTAL | | 594 032 | 570 692 | 4 |

(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 March 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 | 9 914 | 10.4 | 17.0 | 1 136.1 | 1 396.2 | 181.0 | 171.5 | 0.2 | 0.9 | 2 712.6 | 3 806.1 | 225.0 | 257.0 | |
| + Heathrow | 46 873.5 | 7 783.3 | 7 375.3 | 243.3 | 374.2 | 14 409.8 | 16 163.9 | 16.3 | — | 193.0 | 145.6 | 132.3 | 36.5 | |
| + Luton | 442.5 | — | — | — | — | 16.5 | — | — | — | 150.4 | 142.5 | 60.0 | 73.1 | |
| + Southend | 664.0 | — | — | 155.0 | 162.0 | — | — | — | — | 48.0 | 298.0 | 1.0 | — | |
| + Stansted | 1 788.6 | — | — | 0.1 | 0.4 | — | — | — | — | 551.2 | 1 181.0 | — | 55.9 | |
| TOTAL (London Area) | 59 682.6 | 7 793.7 | 7 392.3 | 1 534.5 | 1 932.8 | 14 607.3 | 16 335.4 | 16.5 | 0.9 | 3 655.2 | 5 573.2 | 418.3 | 422.5 | |
| Westland Heliport (Battersea) | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| Other UK Airports | | | | | | | | | | | | | | |
| + Aberdeen | 627.1 | 65.7 | 121.0 | 27.6 | 31.4 | — | — | 19.7 | 48.5 | 68.4 | 243.5 | 1.1 | 0.2 | |
| + Belfast | 1 195.0 | 76.3 | 163.0 | 232.5 | 37.1 | 5.3 | 2.5 | — | — | 677.2 | 1.1 | — | — | |
| + Benbecula | 12.4 | 10.7 | 0.5 | 1.1 | 0.1 | — | — | — | — | — | — | — | — | |
| + Birmingham | 309.3 | 127.1 | 76.1 | 18.0 | 0.5 | 37.5 | 40.3 | — | — | — | — | 4.0 | 5.8 | |
| + Blackpool | 361.6 | — | — | 4.7 | 25.1 | — | — | — | — | — | 331.8 | — | — | |
| + Bournemouth | 891.5 | — | — | 527.5 | 338.4 | — | — | — | — | 13.3 | 12.3 | — | — | |
| + Bristol | 69.6 | 6.7 | 4.2 | 6.1 | 2.3 | 9.6 | 11.6 | — | — | — | 15.0 | 7.1 | 7.0 | |
| + Cambridge | 6.9 | — | — | — | — | — | — | — | — | — | — | 5.4 | 1.5 | |
| + Cardiff | 36.0 | 1.5 | 6.9 | 3.9 | 2.1 | 1.6 | 1.8 | — | — | — | 7.6 | — | 10.6 | |
| + Coventry | 6.0 | — | — | — | — | — | — | — | — | — | 6.0 | — | — | |
| + East Midlands | 555.3 | — | — | 64.4 | 95.7 | — | — | — | — | 44.7 | 255.6 | 15.0 | 79.9 | |
| + Edinburgh | 157.0 | 26.6 | 27.2 | 36.2 | 42.1 | 1.5 | 1.2 | — | — | 0.6 | 18.3 | 0.1 | 3.2 | |
| + Exeter | 45.0 | — | — | 4.2 | 9.9 | — | — | — | — | — | 30.9 | — | — | |
| + Glasgow | 926.6 | 146.5 | 145.6 | 70.6 | 52.6 | 233.6 | 264.2 | 1.0 | 0.7 | 0.8 | 10.9 | — | 0.1 | |
| + Gloucester/Cheltenham | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| + Hawarden | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| + Humberside | 6.2 | — | — | 4.4 | 1.8 | — | — | — | — | — | — | — | — | |
| + Inverness | 29.5 | 3.2 | 26.3 | — | — | — | — | — | — | — | — | — | — | |
| + Islay | 9.0 | — | — | 4.5 | 4.5 | — | — | — | — | — | — | — | — | |
| + Isle of Man | 232.8 | 12.7 | 22.4 | 170.0 | 27.7 | — | — | — | — | — | — | — | — | |
| + Isles of Scilly | 31.7 | 8.1 | 5.5 | — | — | — | — | 3.9 | 14.2 | — | — | — | — | |
| + Kirkwall | 43.7 | 29.3 | 11.2 | 0.7 | 0.6 | — | — | 0.9 | 1.0 | — | — | — | — | |
| + Leeds/Bradford | 35.1 | 7.1 | 9.0 | 12.1 | 5.1 | 0.6 | 0.3 | — | — | — | 0.9 | — | — | |
| + Liverpool | 1 941.0 | — | — | 36.7 | 35.5 | 174.8 | 413.7 | — | — | 26.0 | 485.0 | 348.1 | 421.2 | |
| + Lydd | 476.4 | — | — | 197.3 | 279.1 | — | — | — | — | — | — | — | — | |
| + Manchester | 1 787.9 | 293.8 | 202.4 | 23.3 | 24.1 | 410.7 | 627.1 | 1.3 | — | 41.6 | 73.3 | 8.5 | 81.8 | |
| + Manston | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| + Newcastle | 103.1 | 16.4 | 11.4 | 34.5 | 27.9 | — | — | — | — | 2.9 | 7.4 | 1.0 | 1.6 | |
| + Norwich | 47.1 | — | — | 20.0 | 27.0 | — | — | — | — | 0.1 | — | — | — | |
| + Penzance Heliport | 39.4 | 5.5 | 8.1 | — | — | — | — | 17.4 | 8.4 | — | — | — | — | |
| + Prestwick | 2 417.2 | 886.4 | 310.5 | 48.9 | 19.2 | 552.0 | 284.3 | — | — | 116.7 | 103.6 | 64.8 | 30.8 | |
| + Southampton | 165.5 | 9.2 | 11.1 | 14.5 | 63.1 | — | — | — | — | — | 24.8 | — | 42.8 | |
| + Stornoway | 44.5 | 37.4 | 2.0 | — | 1.0 | — | — | — | — | 4.1 | — | — | — | |
| + Sumburgh | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | xx | |
| + Swansea | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| + Tees-side | 31.4 | — | — | 14.4 | 16.5 | — | — | — | — | 0.4 | 0.1 | — | — | |
| + Tiree | 0.9 | — | — | 0.9 | — | — | — | — | — | — | — | — | — | |
| + Wick | 20.9 | 2.2 | 1.2 | 0.5 | 0.6 | — | — | — | — | 12.1 | 4.3 | — | — | |
| TOTAL (Incl. London Area) | 72 345.2 | 9 566.1 | 8 557.9 | 3 114.0 | 3 103.8 | 16 034.5 | 17 982.4 | 60.7 | 73.7 | 4 664.1 | 7 205.6 | 873.4 | 1 109.0 | |
| Channel Islands Airports | | | | | | | | | | | | | | |
| + Alderney | 32.3 | — | — | 29.2 | 3.1 | — | — | — | — | — | — | — | — | |
| + Guernsey | 744.8 | 5.5 | 2.8 | 153.0 | 100.3 | 0.8 | 0.3 | — | — | 168.6 | 313.5 | — | — | |
| + Jersey | 864.8 | 35.7 | 20.1 | 365.9 | 360.8 | — | — | — | — | 38.1 | 44.2 | — | — | |
| TOTAL (Channel Islands Airports) | 1 641.9 | 41.2 | 22.9 | 548.1 | 464.2 | 0.8 | 0.3 | — | — | 206.7 | 357.7 | — | — | |

xx Not supplied.

Cargo March 1979

Table 21

Total Compared with One Year Earlier

| | International | | | | | | Domestic | | | | | | Tonnes | | | | | |
|-------------------------------------|---------------|----------|---------------|------------|----------|---------------|--------------|----------|--------------|------------|----------|--------------|---------------|----------|---------------|---------------|----------|---------------|
| | Scheduled | | | Charter | | | Scheduled | | | Charter | | | 1979 | | | 1978 | | |
| | Passenger | Aircraft | Cargo | Passenger | Aircraft | Cargo | Passenger | Aircraft | Cargo | Passenger | Aircraft | Cargo | Passenger | Aircraft | Cargo | Passenger | Aircraft | Cargo |
| London Area Airports | | | | | | | | | | | | | | | | | | |
| + Gatwick | 2 047 | | 253 | 81 | | 6 863 | 302 | | 309 | 1 | | 56 | 2 431 | | 7 481 | 1 488 | | 8 821 |
| + Heathrow | 25 711 | | 19 535 | | | 524 | 439 | | 665 | | | | 26 150 | | 20 724 | 21 627 | | 17 821 |
| + Luton | | | 17 | 168 | | 256 | | | | 2 | | | 170 | | 273 | 120 | | 813 |
| + Southend | 315 | | | 326 | | | 3 | | | 21 | | | 665 | | | 582 | | |
| + Stansted | | | | 44 | | 1 679 | | | | | | 65 | 44 | | 1 744 | 534 | | 2 089 |
| TOTAL (London Area) | 28 073 | | 19 805 | 619 | | 9 322 | 744 | | 974 | 24 | | 121 | 29 460 | | 30 222 | 24 351 | | 29 544 |
| Westland Heliport (Battersea) | | | | | | | | | | | | | | | | | | |
| Other UK Airports | | | | | | | | | | | | | | | | | | |
| + Aberdeen | 47 | | | 262 | | 11 | 197 | | | 94 | | 14 | 600 | | 25 | 495 | | 20 |
| + Belfast | 8 | | | | | | 394 | | 114 | | | 678 | 402 | | 792 | 428 | | 912 |
| + Benbecula | | | | | | | 13 | | | | | | 13 | | | 13 | | |
| + Birmingham | 244 | | | 10 | | | 56 | | | | | | 310 | | | 214 | | 31 |
| + Blackpool | 3 | | | | | | 25 | | 2 | | | 332 | 28 | | 334 | 40 | | 281 |
| + Bournemouth | | | | | | 9 | 22 | | 845 | | | 17 | 22 | | 871 | 7 | | 1 036 |
| + Bristol | 33 | | | 14 | | 15 | 8 | | | | | | 55 | | 15 | 35 | | 66 |
| + Cambridge | | | | 7 | | | | | | | | | 7 | | | 11 | | |
| + Cardiff | 10 | | | 11 | | 8 | 8 | | | | | | 29 | | 8 | 16 | | |
| + Coventry | | | | | | 6 | | | | | | | | | 6 | | | |
| + East Midlands | 47 | | 59 | 1 | | 355 | 54 | | | | | 39 | 102 | | 453 | 88 | | 364 |
| + Edinburgh | 25 | | | | | 21 | 109 | | | | | 1 | 134 | | 22 | 100 | | |
| + Exeter | 1 | | | | | 31 | 12 | | | | | | 13 | | 31 | 26 | | 13 |
| + Glasgow | 229 | | 369 | 1 | | | 233 | | 82 | 13 | | 1 | 476 | | 452 | 371 | | 902 |
| + Gloucester/Cheltenham | | | | | | | | | | | | | | | | | | |
| + Hawarden | | | | | | | | | | | | | | | | | | |
| + Humberside | 5 | | | | | | | | | | | | 5 | | | | | |
| + Inverness | | | | | | | 29 | | | | | | 29 | | | 31 | | |
| + Islay | | | | | | | 8 | | | | | | 8 | | | 8 | | |
| + Isle of Man | 1 | | | | | | 115 | | 118 | | | | 116 | | 118 | 79 | | 137 |
| + Isles of Scilly | | | | | | | 14 | | | 18 | | | 32 | | | 11 | | |
| + Kirkwall | | | | | | | 42 | | | 2 | | | 44 | | | 43 | | 1 |
| + Leeds/Bradford | 15 | | | | | | 19 | | | | | 1 | 24 | | 1 | 23 | | |
| + Liverpool | 67 | | 509 | 13 | | 723 | 66 | | 19 | 4 | | 541 | 150 | | 1 792 | 69 | | 805 |
| + Lydd | | | 476 | | | | | | | | | | | | 476 | 1 | | 405 |
| + Manchester | 660 | | 734 | 2 | | 200 | 186 | | 1 | 1 | | 4 | 849 | | 939 | 774 | | 1 586 |
| + Manston | | | | | | | | | | | | | | | | | | |
| + Newcastle | 47 | | | 3 | | | 43 | | 1 | | | 10 | 93 | | 11 | 67 | | |
| + Norwich | 31 | | | | | | 16 | | | | | | 47 | | | 39 | | |
| + Penzance Heliport | | | | 8 | | | 14 | | | 18 | | | 40 | | | 11 | | |
| + Prestwick | 146 | | 1 382 | | | 292 | 5 | | 568 | | | 25 | 151 | | 2 267 | 131 | | 1 594 |
| + Southampton | 6 | | | | | 68 | 92 | | | | | | 98 | | 68 | 105 | | 95 |
| + Stornoway | | | | | | | 40 | | | 2 | | | 42 | | 2 | 35 | | |
| + Sumburgh | xx | | xx | xx | | xx | xx | | xx | xx | | xx | | | | 158 | | 17 |
| + Swansea | | | | | | | | | | | | | | | | | | |
| + Tees-side | 3 | | | | | | 28 | | | | | | 31 | | | 29 | | 31 |
| + Tiree | | | | | | | 1 | | | | | | 1 | | | 1 | | |
| + Wick | | | | | | | 5 | | | | | 16 | 5 | | 16 | 4 | | |
| TOTAL (Incl. London Area) | 29 701 | | 23 334 | 951 | | 11 061 | 2 598 | | 2 724 | 176 | | 1 802 | 33 426 | | 38 921 | 27 814 | | 37 840 |
| Channel Islands Airports | | | | | | | | | | | | | | | | | | |
| + Alderney | | | | | | | | | | | | | 32 | | | 30 | | |
| + Guernsey | | | | | | | | | | | | | 745 | | | 783 | | |
| + Jersey | | | | | | | | | | | | | 865 | | | 1 150 | | |
| TOTAL (Channel Is. Airports) | | | | | | | | | | | | | 1 642 | | | 1 963 | | |

xx Not supplied.

All Scheduled Services March 1979

Table 22.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Total (000) | Mail (000) | Tonne-kilometres used | | As percentage of available |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|----------------|---------------|-----------------------|---------------------|----------------------------------|
| | | | | | | | | | | | | Cargo (000) | Passengers (000) | |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 21 091 | 17 376 | 33 429 | 1 258 499 | 4 586 525 | 2 865 142 | 62.5 | 14 961 | 551 040 | 337 849 | 14 144 | 61 220 | 262 481 | 61.3 |
| British Airways Helicopters | 12 | 197 | 67 | 3 922 | 381 | 239 | 62.8 | 17 | 25 | 20 | — | 1 | 19 | 80.9 |
| British Caledonian Airways | 2 993 | 3 302 | 5 070 | 120 813 | 464 822 | 229 244 | 49.3 | 2 200 | 58 048 | 29 786 | 625 | 8 486 | 20 675 | 51.3 |
| Air Anglia | 838 | 2 361 | 2 368 | 31 937 | 33 687 | 14 498 | 43.0 | 148 | 3 429 | 1 550 | — | 76 | 1 474 | 45.2 |
| Air Wales | 63 | 163 | 217 | 934 | 860 | 389 | 45.2 | 1 | 62 | 31 | — | — | 31 | 50.1 |
| Air Westward | 71 | 169 | 295 | 692 | 716 | 298 | 41.6 | — | 61 | 25 | — | — | 25 | 41.2 |
| Aurigny Air Services | 81 | 1 542 | 400 | 14 599 | 1 112 | 697 | 62.7 | 93 | 112 | 61 | 1 | 5 | 56 | 54.3 |
| British Island Airways | 452 | 1 806 | 1 747 | 43 032 | 23 154 | 9 726 | 42.0 | 459 | 2 499 | 968 | — | 140 | 828 | 38.7 |
| British Midland Airways | 515 | 1 757 | 1 705 | 56 123 | 38 414 | 17 806 | 46.4 | 336 | 3 231 | 1 503 | 3 | 112 | 1 388 | 46.5 |
| Brymon Airways | 89 | 368 | 398 | 4 459 | 2 513 | 1 298 | 51.7 | — | 234 | 107 | — | — | 107 | 45.6 |
| Burnthills Aviation | 3 | 30 | 20 | 45 | 14 | 5 | 37.5 | — | 3 | — | — | — | — | 15.0 |
| Den-Air Services | 406 | 1 319 | 1 259 | 30 266 | 26 723 | 11 673 | 43.7 | 36 | 2 268 | 1 008 | — | 16 | 992 | 44.4 |
| Haywards Aviation | 9 | 64 | 39 | 118 | 51 | 17 | 33.1 | 2 | 5 | 1 | — | — | 1 | 26.7 |
| Intra Airways | 9 | 51 | 37 | 861 | 258 | 144 | 55.8 | — | 22 | 11 | — | — | 11 | 50.0 |
| Laker Airways | 891 | 124 | 1 198 | 16 933 | 150 893 | 114 510 | 75.9 | — | 15 308 | 9 160 | — | — | 9 160 | 59.8 |
| Loganair | 120 | 1 508 | 629 | 7 311 | 1 232 | 732 | 59.4 | — | 112 | 66 | — | — | 66 | 64.0 |
| TOTAL Passenger Services | 27 644 | 32 137 | 48 875 | 1 590 544 | 5 331 354 | 3 266 417 | 61.3 | 18 252 | 636 458 | 382 146 | 14 773 | 70 055 | 297 314 | 60.0 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | 1 077 | 763 | 2 076 | | | | | 4 549 | 22 854 | 13 407 | 212 | 13 196 | — | 58.7 |
| British Caledonian Airways | 121 | 82 | 188 | | | | | 614 | 3 886 | 2 161 | 144 | 2 017 | — | 55.6 |
| Air Freight | 23 | 101 | 99 | | | | | 427 | 101 | 79 | — | 79 | — | 77.8 |
| Air-Bridge Carriers | 2 | 8 | 8 | | | | | 59 | 28 | 16 | — | 16 | — | 58.2 |
| British Island Airways | 64 | 271 | 261 | | | | | 682 | 293 | 157 | 26 | 132 | — | 63.6 |
| TOTAL Cargo Services | 1 287 | 1 225 | 2 632 | | | | | 6 330 | 27 162 | 15 819 | 382 | 15 438 | — | 58.2 |
| GRAND TOTAL | 28 931 | 33 362 | 51 507 | 1 590 544 | 5 331 354 | 3 266 417 | 61.3 | 24 582 | 663 620 | 397 965 | 15 155 | 85 493 | 297 314 | 60.0 |

International Scheduled Services March 1979

Table 22.2

| | | | | | | | | | | | Tonne-kilometres used | | | | |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|----------------------------------|--|
| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Total (000) | Mail (000) | Cargo (000) | Passengers (000) | As percentage of available | |
| Passenger Services | | | | | | | | | | | | | | | |
| British Airways | 18 793 | 11 239 | 28 260 | 895 991 | 4 350 539 | 2 712 020 | 62.3 | 13 917 | 529 035 | 324 519 | 14 056 | 60 919 | 249 540 | 61.3 | |
| British Caledonian Airways | 2 571 | 1 753 | 3 918 | 75 293 | 431 046 | 210 154 | 48.8 | 1 793 | 54 766 | 28 070 | 615 | 8 398 | 19 057 | 51.3 | |
| Air Anglia | 535 | 1 026 | 1 323 | 19 374 | 25 840 | 10 197 | 39.5 | 116 | 2 627 | 1 107 | — | 64 | 1 044 | 42.2 | |
| Air Wales | 48 | 88 | 154 | 578 | 725 | 317 | 43.8 | 1 | 51 | 25 | — | — | 25 | 49.6 | |
| Air Westward | 35 | 66 | 139 | 232 | 352 | 124 | 35.3 | — | 29 | 10 | — | — | 10 | 35.8 | |
| Aurigny Air Services | 81 | 1 542 | 400 | 14 599 | 1 112 | 697 | 62.7 | 93 | 112 | 61 | 1 | 5 | 56 | 54.3 | |
| British Island Airways | 335 | 1 149 | 1 270 | 22 623 | 17 415 | 6 005 | 34.5 | 362 | 1 971 | 632 | — | 122 | 510 | 32.1 | |
| British Midland Airways | 121 | 314 | 398 | 8 071 | 8 843 | 3 087 | 34.9 | 48 | 697 | 259 | — | 18 | 241 | 37.1 | |
| Brymon Airways | 17 | 84 | 81 | 349 | 348 | 96 | 27.6 | — | 30 | 8 | — | — | 8 | 26.4 | |
| Dan-Air Services | 256 | 591 | 714 | 13 154 | 17 885 | 6 605 | 36.9 | 20 | 1 518 | 571 | — | 9 | 562 | 37.6 | |
| Haywards Aviation | 9 | 64 | 39 | 118 | 51 | 17 | 33.1 | 2 | 5 | 1 | — | — | 1 | 26.7 | |
| Intra Airways | 3 | 36 | 17 | 486 | 92 | 34 | 37.0 | — | 8 | 3 | — | — | 3 | 37.5 | |
| Laker Airways | 891 | 124 | 1 198 | 16 933 | 150 893 | 114 510 | 75.9 | — | 15 308 | 9 160 | — | — | 9 160 | 59.8 | |
| TOTAL Passenger Services | 23 696 | 18 076 | 37 909 | 1 067 801 | 5 005 141 | 3 063 864 | 61.2 | 16 351 | 606 156 | 364 428 | 14 672 | 69 535 | 280 217 | 60.1 | |
| Cargo Services | | | | | | | | | | | | | | | |
| British Airways | 1 036 | 673 | 1 981 | | | | | 4 003 | 22 264 | 13 118 | 210 | 12 908 | | 58.9 | |
| British Caledonian Airways | 96 | 37 | 135 | | | | | 359 | 3 677 | 2 020 | 3 | 2 016 | | 54.9 | |
| Air Freight | 23 | 101 | 99 | | | | | 427 | 101 | 79 | — | 79 | | 77.8 | |
| British Island Airways | 4 | 8 | 13 | | | | | 15 | 18 | 7 | — | 7 | | 41.6 | |
| TOTAL Cargo Services | 1 158 | 819 | 2 229 | | | | | 4 804 | 26 059 | 15 223 | 214 | 15 011 | | 58.4 | |
| GRAND TOTAL | 24 854 | 18 895 | 40 138 | 1 067 801 | 5 005 141 | 3 063 864 | 61.2 | 21 154 | 632 215 | 379 651 | 14 885 | 84 546 | 280 217 | 60.1 | |

Domestic Scheduled Services March 1979

Table 22.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometres used | | | |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | Passengers (000) | As percentage of available |
| Passenger Services | | | | | | | | | | | | | | |
| British Airways | 2 298 | 6 137 | 5 169 | 362 508 | 235 986 | 153 121 | 64.9 | 1 044 | 22 005 | 13 330 | 88 | 301 | 12 941 | 60.6 |
| British Airways Helicopters | 12 | 197 | 67 | 3 922 | 381 | 239 | 62.8 | 17 | 25 | 20 | — | 1 | 19 | 80.9 |
| British Caledonian Airways | 422 | 1 549 | 1 152 | 45 520 | 33 777 | 19 089 | 56.5 | 407 | 3 282 | 1 716 | 10 | 88 | 1 618 | 52.3 |
| Air Anglia | 303 | 13 35 | 1 045 | 12 563 | 7 847 | 4 301 | 54.8 | 32 | 803 | 442 | — | 12 | 430 | 55.1 |
| Air Wales | 15 | 75 | 63 | 356 | 135 | 71 | 52.7 | — | 11 | 6 | — | — | 6 | 52.8 |
| Air Westward | 36 | 103 | 156 | 460 | 364 | 174 | 47.7 | — | 32 | 15 | — | — | 15 | 46.2 |
| British Island Airways | 117 | 657 | 477 | 20 409 | 5 739 | 3 720 | 64.8 | 97 | 528 | 336 | — | 18 | 318 | 63.6 |
| British Midland Airways | 394 | 1 443 | 1 307 | 48 052 | 29 571 | 14 719 | 49.8 | 288 | 2 534 | 1 245 | 3 | 94 | 1 147 | 49.1 |
| Brymon Airways | 72 | 284 | 318 | 4 110 | 2 165 | 1 202 | 55.5 | — | 204 | 99 | — | — | 99 | 48.4 |
| Burnthills Aviation | 3 | 30 | 20 | 45 | 14 | 5 | 37.5 | — | 3 | — | — | — | — | 15.0 |
| Dan-Air Services | 150 | 728 | 545 | 17 112 | 8 838 | 5 067 | 57.3 | 17 | 750 | 436 | — | 6 | 430 | 58.2 |
| Intra Airways | 6 | 15 | 20 | 375 | 166 | 110 | 66.3 | — | 14 | 8 | — | — | 8 | 57.1 |
| Loganair | 120 | 1 508 | 629 | 7 311 | 1 232 | 732 | 59.4 | — | 112 | 66 | — | — | 66 | 58.9 |
| TOTAL Passenger Services | 3 948 | 14 061 | 10 967 | 522 743 | 326 213 | 202 553 | 62.1 | 1 902 | 30 302 | 17 718 | 102 | 520 | 17 096 | 58.5 |
| Cargo Services | | | | | | | | | | | | | | |
| British Airways | 41 | 90 | 95 | | | | | 546 | 590 | 289 | 2 | 287 | | 49.0 |
| British Caledonian Airways | 25 | 45 | 53 | | | | | 255 | 210 | 141 | 141 | — | | 67.4 |
| Air-Bridge Carriers | 2 | 8 | 8 | | | | | 59 | 28 | 16 | — | 16 | | 58.2 |
| British Island Airways | 60 | 263 | 247 | | | | | 667 | 275 | 150 | 26 | 124 | | 54.4 |
| TOTAL Cargo Services | 129 | 406 | 403 | | | | | 1 527 | 1 102 | 596 | 169 | 428 | | 54.1 |
| GRAND TOTAL | 4 077 | 14 467 | 11 370 | 522 743 | 326 213 | 202 553 | 62.1 | 3 429 | 31 404 | 18 314 | 270 | 947 | 17 096 | 58.3 |

All Non-scheduled Services March 1979

Table 23.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo* uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | |
| British Airways | 453 | 434 | 711 | 15 718 | 30 769 | 22 915 | 74.5 | 1 175 | 5 150 | 3 473 | 1 417 | 2 056 | 67.4 |
| British Airtours | 834 | 388 | 1 217 | 58 680 | 157 667 | 123 427 | 78.3 | — | 14 349 | 10 702 | — | 10 702 | 74.6 |
| British Airways Helicopters | 496 | 3 290 | 2 470 | 33 305 | 10 701 | 5 313 | 49.7 | 234 | 1 047 | 464 | 39 | 425 | 44.3 |
| British Caledonian Airways | 846 | 493 | 1 323 | 29 199 | 38 305 | 30 065 | 78.5 | 2 304 | 21 368 | 15 222 | 12 637 | 2 585 | 71.2 |
| Air Anglia | 27 | 120 | 91 | 270 | 181 | 66 | 36.3 | — | 18 | 7 | — | 7 | 36.0 |
| Air Freight | 34 | 121 | 157 | 954 | 452 | 288 | 63.8 | 48 | 122 | 74 | 53 | 22 | 60.7 |
| Air-Bridge Carriers | 135 | 257 | 348 | 1 833 | 2 284 | 735 | 32.2 | 898 | 1 842 | 707 | 648 | 59 | 38.4 |
| Alidair | 102 | 303 | 333 | 9 069 | 6 244 | 3 153 | 50.5 | 34 | 623 | 258 | 20 | 238 | 41.4 |
| Bristow Helicopters | 616 | 3 719 | 3 591 | 33 209 | 10 630 | 6 347 | 59.7 | 203 | 883 | 596 | 36 | 560 | 67.5 |
| Britannia Airways | 3 173 | 1 889 | 5 112 | 223 010 | 412 523 | 382 290 | 92.7 | — | 35 078 | 32 503 | — | 32 503 | 92.7 |
| British Air Ferries | 72 | 176 | 281 | 1 865 | 1 158 | 532 | 45.9 | 71 | 427 | 153 | 105 | 49 | 35.9 |
| British Executive Air Services | 82 | 3 688 | 548 | 17 371 | 902 | 386 | 42.8 | 49 | 82 | 36 | 1 | 35 | 43.9 |
| British Island Airways | 183 | 389 | 560 | 5 286 | 5 229 | 4 267 | 81.6 | 470 | 1 013 | 596 | 238 | 359 | 58.8 |
| British Midland Airways | 786 | 645 | 1 215 | 37 435 | 120 220 | 57 420 | 47.8 | 18 | 21 964 | 10 722 | 6 137 | 4 585 | 48.8 |
| Dan-Air Services | 3 777 | 3 191 | 6 871 | 249 685 | 431 072 | 372 640 | 86.4 | 66 | 34 946 | 29 890 | 24 | 29 866 | 85.5 |
| Express Air Services C.I. | 33 | 193 | 138 | 187 | 50 | 31 | 62.0 | 618 | 170 | 109 | 106 | 3 | 64.0 |
| General Aviation Services | 22 | 80 | 109 | — | — | — | — | 22 | 70 | 13 | 13 | — | 18.2 |
| I.A.S. Cargo Airlines | 1 161 | 444 | 1 704 | — | — | — | — | 6 739 | 45 341 | 31 866 | 31 866 | — | 70.3 |
| Intra Airways | 19 | 70 | 75 | 699 | 412 | 352 | 85.4 | 67 | 94 | 76 | 49 | 27 | 80.9 |
| Invicta International Airlines | 71 | 51 | 166 | — | — | — | — | 336 | 1 185 | 691 | 691 | — | 58.3 |
| Laker Airways | 1 440 | 605 | 2 234 | 59 141 | 237 345 | 171 517 | 72.3 | — | 23 260 | 13 715 | — | 13 715 | 59.0 |
| Loganair | 147 | 611 | 654 | 3 649 | 1 960 | 1 090 | 55.6 | — | 179 | 99 | — | 99 | 55.3 |
| Management Aviation | 83 | 1 260 | 411 | 1 990 | 533 | 332 | 62.3 | 17 | 43 | 27 | 2 | 25 | 62.8 |
| Monarch Airlines | 880 | 628 | 1 457 | 67 667 | 132 604 | 103 303 | 77.9 | 10 | 12 936 | 9 379 | 10 | 9 369 | 72.5 |
| North Scottish Helicopters | 202 | 4 215 | 1 008 | 13 055 | 962 | 691 | 71.8 | — | 70 | 50 | — | 50 | 71.4 |
| Pelican Air Transport | 217 | 75 | 295 | — | — | — | — | 912 | 9 098 | 6 966 | 6 966 | — | 76.6 |
| Redcoat Air Cargo | 156 | 67 | 323 | — | — | — | — | 496 | 2 659 | 1 777 | 1 777 | — | 66.8 |
| Scimitar Airlines | 140 | 47 | 201 | — | — | — | — | 652 | 5 818 | 4 504 | 4 504 | — | 77.4 |
| Southern Int-Air Transport | 41 | 179 | 149 | 5 857 | 3 264 | 1 471 | 45.1 | — | 250 | 115 | — | 115 | 46.0 |
| Tradewinds Airways | 754 | 209 | 1 144 | — | — | — | — | 1 657 | 28 824 | 17 185 | 17 185 | — | 59.6 |
| Transmeridian Air Cargo | 761 | 270 | 1 513 | — | — | — | — | 2 521 | 24 617 | 16 124 | 16 124 | — | 65.5 |
| TOTAL | 17 746 | 28 107 | 36 405 | 869 034 | 1 605 467 | 1 288 630 | 80.3 | 19 627 | 293 527 | 208 099 | 100 649 | 107 450 | 70.9 |
| Class 5A Licence TOTAL | 766 | 658 | 1 354 | 29 783 | 70 071 | 51 145 | 73.0 | .. | 17 874 | 11 638 | 7 165 | 4 473 | 65.1 |
| TOTAL Excludes 5A Licence | 16 980 | 27 449 | 35 051 | 839 251 | 1 535 396 | 1 237 485 | 80.6 | 19 627 | 275 653 | 196 461 | 93 484 | 102 977 | 71.3 |

*Does not include cargo carried under Class 5 licences.

International Non-Scheduled Services March 1979

Table 23.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo* uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | |
| British Airways | 437 | 380 | 660 | 14 797 | 29 786 | 22 588 | 75.8 | 1 172 | 5 072 | 3 444 | 1 416 | 2 028 | 67.9 |
| British Airtours | 834 | 388 | 1 217 | 58 580 | 157 667 | 123 427 | 78.3 | — | 14 349 | 10 702 | — | 10 702 | 74.6 |
| British Airways Helicopters | 496 | 3 282 | 2 469 | 33 221 | 10 700 | 5 313 | 49.7 | 234 | 1 047 | 464 | 39 | 425 | 44.3 |
| British Caledonian Airways | 846 | 493 | 1 323 | 29 199 | 38 305 | 30 065 | 78.5 | 2 304 | 21 368 | 15 222 | 12 637 | 2 585 | 71.2 |
| Air Anglia | 4 | 9 | 12 | 24 | 23 | 14 | 59.2 | — | 2 | 1 | — | 1 | 59.2 |
| Air Freight | 19 | 73 | 86 | — | — | — | — | 44 | 82 | 51 | 51 | — | 62.8 |
| Air-Bridge Carriers | 96 | 103 | 218 | 784 | 1 569 | 496 | 31.6 | 420 | 1 410 | 540 | 500 | 40 | 38.3 |
| Alidair | 41 | 102 | 150 | 2 150 | 2 613 | 966 | 37.0 | 6 | 260 | 84 | 11 | 74 | 32.4 |
| Bristow Helicopters | 616 | 3 719 | 3 591 | 33 209 | 10 630 | 6 347 | 59.7 | 203 | 883 | 596 | 36 | 560 | 67.5 |
| Britannia Airways | 3 173 | 1 889 | 5 112 | 223 010 | 412 523 | 382 290 | 92.7 | — | 35 078 | 32 503 | — | 32 503 | 92.7 |
| British Air Ferries | 68 | 165 | 262 | 1 812 | 1 138 | 515 | 45.3 | 66 | 396 | 140 | 93 | 47 | 35.3 |
| British Executive Air Services | 82 | 3 688 | 548 | 17 371 | 902 | 386 | 42.8 | 49 | 82 | 36 | 1 | 35 | 43.9 |
| British Island Airways | 122 | 250 | 357 | 4 305 | 4 720 | 3 968 | 84.1 | 265 | 727 | 472 | 137 | 334 | 64.9 |
| British Midland Airways | 712 | 368 | 995 | 28 424 | 113 920 | 54 967 | 48.3 | — | 21 360 | 10 526 | 6 132 | 4 394 | 49.3 |
| Dan-Air Services | 3 411 | 2 254 | 5 596 | 223 045 | 414 948 | 361 793 | 87.2 | 4 | 33 575 | 28 946 | 3 | 28 943 | 86.2 |
| General Aviation Services | 13 | 23 | 57 | — | — | — | — | 22 | 37 | 12 | 12 | — | 32.2 |
| I.A.S. Cargo Airlines | 1 161 | 444 | 1 704 | — | — | — | — | 6 739 | 45 341 | 31 866 | 31 866 | — | 70.3 |
| Intra Airways | 5 | 14 | 16 | 576 | 343 | 313 | 91.3 | 14 | 30 | 26 | 2 | 24 | 86.7 |
| Invicta International Airlines | 71 | 51 | 166 | — | — | — | — | 336 | 1 185 | 691 | 691 | — | 58.3 |
| Laker Airways | 1 440 | 605 | 2 234 | 59 141 | 237 345 | 171 517 | 72.3 | — | 23 260 | 13 715 | — | 13 715 | 59.0 |
| Management Aviation | 83 | 1 260 | 411 | 1 990 | 533 | 332 | 62.3 | 17 | 43 | 27 | 2 | 25 | 62.8 |
| Monarch Airlines | 880 | 628 | 1 457 | 67 667 | 132 604 | 103 303 | 77.9 | 10 | 12 936 | 9 379 | 10 | 9 369 | 72.5 |
| North Scottish Helicopters | 202 | 4 215 | 1 008 | 13 055 | 962 | 691 | 71.8 | — | 70 | 60 | — | 50 | 71.4 |
| Pelican Air Transport | 217 | 75 | 295 | — | — | — | — | 912 | 9 098 | 6 966 | 6 966 | — | 76.6 |
| Redcoat Air Cargo | 156 | 67 | 323 | — | — | — | — | 496 | 2 659 | 1 777 | 1 777 | — | 66.8 |
| Scimitar Airlines | 140 | 47 | 201 | — | — | — | — | 652 | 5 818 | 4 504 | 4 504 | — | 77.4 |
| Southern Int-Air Transport | 39 | 165 | 136 | 5 709 | 3 053 | 1 417 | 46.4 | — | 231 | 111 | — | 111 | 47.8 |
| Tradewinds Airways | 754 | 209 | 1 144 | — | — | — | — | 1 657 | 28 824 | 17 185 | 17 185 | — | 59.6 |
| Transmeridian Air Cargo | 761 | 270 | 1 513 | — | — | — | — | 2 521 | 24 617 | 16 124 | 16 124 | — | 65.5 |
| TOTAL | 16 880 | 25 236 | 33 257 | 818 069 | 1 574 285 | 1 270 710 | 80.7 | 18 150 | 289 839 | 206 160 | 100 196 | 105 964 | 71.1 |
| Class 5A Licence TOTAL | 732 | 508 | 1 220 | 27 455 | 68 626 | 50 492 | 73.6 | .. | 17 687 | 11 555 | 7 135 | 4 420 | 65.3 |
| TOTAL Excludes 5A Licence | 16 148 | 24 728 | 32 037 | 790 614 | 1 505 659 | 1 220 218 | 81.0 | 18 150 | 272 152 | 194 605 | 93 061 | 101 544 | 71.5 |

*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services March 1979

Table 23.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo* uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|------------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | As percentage of available |
| British Airways | 16 | 54 | 51 | 921 | 983 | 327 | 33.2 | 2 | 79 | 29 | 1 | 28 | 37.1 |
| British Airways Helicopters | — | 8 | 1 | 84 | 1 | — | 32.8 | — | — | — | — | — | 100.0 |
| Air Anglia | 24 | 111 | 79 | 246 | 157 | 52 | 32.9 | — | 16 | 5 | — | 5 | 32.6 |
| Air Freight | 14 | 48 | 71 | 954 | 452 | 288 | 63.8 | 4 | 41 | 23 | 1 | 22 | 56.5 |
| Air-Bridge Carriers | 39 | 154 | 130 | 1 049 | 715 | 239 | 33.4 | 478 | 432 | 167 | 148 | 19 | 38.6 |
| Alidair | 61 | 201 | 182 | 6 919 | 3 631 | 2 187 | 60.2 | 28 | 363 | 174 | 10 | 164 | 47.8 |
| British Air Ferries | 5 | 11 | 19 | 53 | 20 | 17 | 82.8 | 5 | 31 | 13 | 12 | 2 | 43.2 |
| British Island Airways | 61 | 139 | 203 | 981 | 509 | 298 | 58.6 | 205 | 287 | 124 | 100 | 24 | 43.4 |
| British Midland Airways | 74 | 277 | 221 | 9 011 | 6 300 | 2 453 | 38.9 | 18 | 604 | 196 | 5 | 191 | 32.5 |
| Dan-Air Services | 366 | 937 | 1 276 | 26 640 | 16 124 | 10 847 | 67.3 | 62 | 1 372 | 943 | 21 | 922 | 68.7 |
| Express Air Services C.I. | 33 | 193 | 138 | 187 | 50 | 31 | 62.0 | 618 | 170 | 109 | 106 | 3 | 64.0 |
| General Aviation Services | 10 | 57 | 52 | — | — | — | — | — | 34 | 1 | 1 | — | 3.1 |
| Intra Airways | 14 | 56 | 59 | 123 | 69 | 39 | 56.5 | 53 | 63 | 50 | 47 | 3 | 79.4 |
| Loganair | 147 | 611 | 654 | 3 649 | 1 960 | 1 090 | 55.6 | — | 179 | 99 | — | 99 | 55.3 |
| Southern Int-Air Transport | 2 | 14 | 13 | 148 | 211 | 54 | 25.4 | — | 19 | 4 | — | 4 | 23.4 |
| TOTAL | 866 | 2 871 | 3 148 | 50 965 | 31 182 | 17 921 | 57.5 | 1 476 | 3 687 | 1 938 | 452 | 1 486 | 52.6 |
| Class 5A Licence TOTAL | 34 | 150 | 134 | 2 328 | 1 445 | 653 | 45.2 | .. | 187 | 83 | 30 | 53 | 44.4 |
| TOTAL Excludes 5A Licence | 832 | 2 721 | 3 014 | 48 637 | 29 737 | 17 268 | 58.1 | 1 476 | 3 500 | 1 855 | 422 | 1 433 | 53.0 |

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations March 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 | 287 | 42 | 380 | 7 286 | 1 275 | 77 365 | 67 291 | 74.1 | 7 825 | 4 581 | 58.5 |
| TOTAL | 287 | 42 | 380 | 7 286 | 1 275 | 77 365 | 57 291 | 74.1 | 7 825 | 4 581 | 58.5 |

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

Table 25

| | Aircraft —km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Available (000) | Used (000) | Percentage of available | Tonne—km Available (000) | Used (000) | Percentage of available | Number of IT passengers uplifted | Class 2 | Class 4 |
|------------------------------|--------------------------|------------------|-------------------|-------------------------------------|--------------------|---------------|----------------------------|--------------------------------|---------------|----------------------------|-------------------------------------|---------|---------|
| International Services | | | | | | | | | | | | | |
| British Airways | 78 | 59 | 131 | 6 245 | 14 901 | 12 646 | 84.9 | 1 461 | 1 153 | 78.9 | — | — | — |
| British Airtours | 386 | 222 | 586 | 37 568 | 72 924 | 65 649 | 90.0 | 6 636 | 5 613 | 84.6 | — | — | — |
| British Caledonian Airways | 294 | 291 | 546 | 25 980 | 33 563 | 27 184 | 81.0 | 3 117 | 2 337 | 75.0 | — | — | — |
| Britannia Airways | 3 078 | 1 744 | 4 942 | 208 376 | 400 106 | 372 674 | 93.1 | 34 022 | 31 686 | 93.1 | — | — | — |
| British Island Airways | 34 | 35 | 64 | 2 687 | 2 995 | 2 592 | 86.5 | 269 | 220 | 81.6 | — | — | — |
| Dan-Air Services | 2 736 | 1 968 | 4 599 | 196 179 | 330 990 | 290 155 | 87.7 | 26 745 | 23 211 | 86.8 | — | — | 278 |
| Intra Airways | 1 | 3 | 3 | 203 | 91 | 83 | 91.2 | 7 | 6 | 85.7 | — | — | — |
| Laker Airways | 653 | 341 | 991 | 35 427 | 81 245 | 68 750 | 84.6 | 7 704 | 5 498 | 71.4 | — | — | — |
| Monarch Airlines | 683 | 449 | 1 104 | 53 039 | 105 636 | 86 723 | 82.1 | 10 298 | 7 865 | 76.4 | — | — | — |
| TOTAL International Services | 7 943 | 5 112 | 12 965 | 565 704 | 1 042 451 | 926 456 | 88.9 | 90 260 | 77 588 | 86.0 | — | — | 278 |
| Domestic Services NIL | | | | | | | | | | | | | |
| GRAND TOTAL | 7 943 | 5 112 | 12 965 | 565 704 | 1 042 451 | 926 456 | 88.9 | 90 260 | 77 588 | 86.0 | — | — | 278 |

All Class 4 Licence Operations March 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 | 12 | 25 | 27 | — | 2 105 | 1 592 | 1 051 | 66.0 | 161 | 93 | 57.5 |
| British Airtours | 16 | 6 | 22 | — | 327 | 3 104 | 2 479 | 79.9 | 283 | 217 | 77.0 |
| British Caledonian Airways | 33 | 44 | 65 | — | 2 555 | 3 782 | 2 119 | 56.0 | 324 | 182 | 56.3 |
| Britannia Airways | 13 | 15 | 25 | — | 1 532 | 1 631 | 1 234 | 75.6 | 139 | 105 | 75.5 |
| British Island Airways | 2 | 4 | 6 | — | 276 | 147 | 146 | 99.1 | 13 | 12 | 92.8 |
| British Midland Airways | 2 | 4 | 5 | — | 288 | 119 | 118 | 98.6 | 9 | 9 | 97.4 |
| Dan-Air Services | 575 | 237 | 864 | 278 | 23 595 | 74 120 | 65 849 | 88.8 | 6 040 | 5 268 | 87.2 |
| Intra Airways | 4 | 9 | 11 | — | 496 | 321 | 269 | 83.8 | 27 | 21 | 77.8 |
| Laker Airways | 205 | 146 | 375 | — | 8 849 | 18 223 | 14 667 | 80.5 | 1 638 | 1 173 | 71.6 |
| Monarch Airlines | 159 | 145 | 287 | — | 12 903 | 20 459 | 14 722 | 72.0 | 2 006 | 1 335 | 66.6 |
| TOTAL | 1 020 | 635 | 1 665 | 278 | 52 926 | 123 499 | 102 652 | 83.1 | 10 640 | 8 417 | 79.1 |

International Class 4 Licence Operations March 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 | 12 | 25 | 27 | — | 2 105 | 1 592 | 1 051 | 66.0 | 161 | 93 | 57.5 |
| British Airtours | 16 | 6 | 22 | — | 327 | 3 104 | 2 479 | 79.9 | 283 | 217 | 77.0 |
| British Caledonian Airways | 33 | 44 | 65 | — | 2 555 | 3 782 | 2 119 | 56.0 | 324 | 182 | 56.3 |
| Britannia Airways | 13 | 15 | 25 | — | 1 532 | 1 631 | 1 234 | 75.6 | 139 | 105 | 75.5 |
| British Island Airways | 1 | 2 | 3 | — | 176 | 118 | 117 | 98.9 | 11 | 10 | 93.1 |
| Dan-Air Services | 574 | 231 | 858 | 278 | 23 214 | 74 030 | 65 760 | 88.8 | 6 032 | 5 260 | 87.2 |
| Intra Airways | 3 | 6 | 9 | — | 373 | 252 | 230 | 91.3 | 21 | 18 | 85.7 |
| Laker Airways | 205 | 146 | 375 | — | 8 849 | 18 223 | 14 667 | 80.5 | 1 638 | 1 173 | 71.6 |
| Monarch Airlines | 159 | 145 | 287 | — | 12 903 | 20 459 | 14 722 | 72.0 | 2 006 | 1 335 | 66.6 |
| TOTAL | 1 016 | 620 | 1 671 | 278 | 52 034 | 123 192 | 102 378 | 83.1 | 10 614 | 8 394 | 79.1 |

Domestic Class 4 Licence Operations March 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 Island Airways | 1 | 2 | 2 | — | 100 | 29 | 29 | 100.0 | 3 | 2 | 91.3 |
| British Midland Airways | 2 | 4 | 5 | — | 288 | 119 | 118 | 98.6 | 9 | 9 | 97.4 |
| Dan-Air Services | 1 | 6 | 6 | — | 381 | 90 | 89 | 98.9 | 8 | 8 | 98.9 |
| Intra Airways | 1 | 3 | 2 | — | 123 | 69 | 39 | 56.5 | 6 | 3 | 50.0 |
| TOTAL | 4 | 15 | 15 | — | 892 | 307 | 274 | 89.3 | 26 | 22 | 84.6 |

All Class 6 Licence Operations March 1979

Table 27.1

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo tonnes | Available (000) | Tonne-km Used (000) | Percentage of available |
|--------------------------------|--------------------------|------------------|-------------------|-----------------|--------------------|---------------------------|----------------------------|
| British Airways | 15 | 9 | 45 | 128 | 256 | 211 | 82.3 |
| British Caledonian Airways | 270 | 70 | 363 | 1 094 | 9 199 | 6 697 | 72.8 |
| Air-Freight | 8 | 43 | 34 | 44 | 41 | 24 | 59.7 |
| Air-Bridge Carriers | 102 | 179 | 278 | 898 | 1 609 | 612 | 38.1 |
| British Air Ferries | 23 | 23 | 95 | 42 | 197 | 66 | 33.7 |
| British Island Airways | 50 | 132 | 187 | 277 | 231 | 104 | 45.1 |
| Dan-Air Services | 2 | 2 | 5 | 4 | 7 | 4 | 53.7 |
| Express Air Services C.I. | 31 | 185 | 128 | 609 | 160 | 101 | 63.3 |
| I.A.S. Cargo Airlines | 483 | 163 | 686 | 2 017 | 19 094 | 13 442 | 70.4 |
| Invicta International Airlines | 71 | 51 | 166 | 336 | 1 185 | 691 | 58.3 |
| Pelican Air Transport | 217 | 75 | 295 | 912 | 9 098 | 6 966 | 76.6 |
| Redcoat Air Cargo | 156 | 67 | 323 | 496 | 2 659 | 1 777 | 66.8 |
| Scimitar Airlines | 140 | 47 | 201 | 652 | 5 818 | 4 504 | 77.4 |
| Tradewinds Airways | 462 | 156 | 754 | 1 658 | 16 564 | 9 411 | 56.8 |
| Transmeridian Air Cargo | 679 | 242 | 1 327 | 2 365 | 22 518 | 15 038 | 66.8 |
| TOTAL | 2 710 | 1 444 | 4 889 | 11 534 | 88 635 | 59 650 | 67.3 |

International Class 6 Licence Operations March 1979

Table 27.2

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo tonnes | Available (000) | Tonne-km Used (000) | Percentage of available |
|--------------------------------|--------------------------|------------------|-------------------|-----------------|--------------------|---------------------------|----------------------------|
| British Airways | 15 | 9 | 45 | 128 | 256 | 211 | 82.3 |
| British Caledonian Airways | 270 | 70 | 363 | 1 094 | 9 199 | 6 697 | 72.8 |
| Air-Freight | 8 | 43 | 34 | 44 | 41 | 24 | 59.7 |
| Air-Bridge Carriers | 73 | 68 | 169 | 420 | 1 246 | 484 | 38.9 |
| British Air Ferries | 23 | 23 | 95 | 42 | 197 | 66 | 33.7 |
| British Island Airways | 46 | 124 | 172 | 265 | 210 | 97 | 46.3 |
| Dan-Air Services | 2 | 2 | 5 | 4 | 7 | 4 | 53.7 |
| I.A.S. Cargo Airlines | 483 | 163 | 686 | 2 017 | 19 094 | 13 442 | 70.4 |
| Invicta International Airlines | 71 | 51 | 166 | 336 | 1 185 | 691 | 58.3 |
| Pelican Air Transport | 217 | 75 | 295 | 912 | 9 098 | 6 966 | 76.6 |
| Redcoat Air Cargo | 156 | 67 | 323 | 496 | 2 659 | 1 777 | 66.8 |
| Scimitar Airlines | 140 | 47 | 201 | 652 | 5 818 | 4 504 | 77.4 |
| Tradewinds Airways | 462 | 156 | 754 | 1 658 | 16 564 | 9 411 | 56.8 |
| Transmeridian Air Cargo | 679 | 242 | 1 327 | 2 365 | 22 518 | 15 038 | 66.8 |
| TOTAL | 2 645 | 1 140 | 4 637 | 10 434 | 88 091 | 59 414 | 67.4 |

Domestic Class 6 Licence Operations March 1979

Table 27.3

| | Aircraft -km (000) | Stage flights | Aircraft hours | Cargo tonnes | Available (000) | Tonne-km Used (000) | Percentage of available |
|---------------------------|--------------------------|------------------|-------------------|-----------------|--------------------|---------------------------|----------------------------|
| Air-Bridge Carriers | 29 | 111 | 109 | 478 | 363 | 128 | 35.2 |
| British Island Airways | 5 | 8 | 15 | 12 | 21 | 7 | 33.2 |
| Express Air Services C.I. | 31 | 185 | 128 | 609 | 160 | 101 | 63.3 |
| TOTAL | 65 | 304 | 252 | 1 100 | 544 | 236 | 43.4 |

All Class 7 Licence Operations March 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 | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | |
| British Airways | 6 | 1 | 8 | 53 | 798 | 309 | 38.7 | — | 108 | 29 | — | 29 | 26.3 |
| British Airways Helicopters | 496 | 3 282 | 2 469 | 33 221 | 10 700 | 5 313 | 49.7 | 235 | 1 047 | 464 | 39 | 425 | 44.3 |
| Bristow Helicopters | 616 | 3 719 | 3 591 | 33 209 | 10 630 | 6 347 | 59.7 | 204 | 883 | 596 | 36 | 560 | 67.5 |
| British Executive Air Services | 82 | 3 688 | 548 | 17 371 | 902 | 386 | 42.8 | 50 | 82 | 36 | 1 | 35 | 43.9 |
| Management Aviation | 83 | 1 260 | 411 | 1 990 | 533 | 332 | 62.3 | 17 | 43 | 27 | 2 | 25 | 62.8 |
| North Scottish Helicopters | 202 | 4 215 | 1 008 | 13 055 | 962 | 691 | 71.8 | — | 70 | 50 | — | 50 | 71.4 |
| TOTAL | 1 485 | 16 165 | 8 035 | 98 899 | 24 525 | 13 378 | 54.5 | 506 | 2 233 | 1 202 | 78 | 1 123 | 53.8 |

International Class 7 Licence Operations March 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 | | | As percentage of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | |
| British Airways | 6 | 1 | 8 | 53 | 798 | 309 | 38.7 | — | 108 | 29 | — | 29 | 26.3 |
| British Airways Helicopters | 496 | 3 282 | 2 469 | 33 221 | 10 700 | 5 313 | 49.7 | 235 | 1 047 | 464 | 39 | 425 | 44.3 |
| Bristow Helicopters | 616 | 3 719 | 3 591 | 33 209 | 10 630 | 6 347 | 59.7 | 204 | 883 | 596 | 36 | 560 | 67.5 |
| British Executive Air Services | 82 | 3 688 | 548 | 17 371 | 902 | 386 | 42.8 | 50 | 82 | 36 | 1 | 35 | 43.9 |
| Management Aviation | 83 | 1 260 | 411 | 1 990 | 533 | 332 | 62.3 | 17 | 43 | 27 | 2 | 25 | 62.8 |
| North Scottish Helicopters | 202 | 4 215 | 1 008 | 13 055 | 962 | 691 | 71.8 | — | 70 | 50 | — | 50 | 71.4 |
| TOTAL | 1 485 | 16 165 | 8 034 | 98 899 | 24 525 | 13 378 | 54.5 | 506 | 2 233 | 1 202 | 78 | 1 123 | 53.8 |

Domestic Class 7 Licence Operations March 1979

Table 28.3

NIL

All Exempt Operations March 1979

Table 29.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | As percentage of available |
| British Airways | 290 | 310 | 417 | 4 716 | 8 142 | 4 383 | 53.8 | 1 048 | 2 622 | 1 553 | 1 164 | 388 | 59.2 |
| British Airways Helicopters | — | 8 | 1 | 84 | 1 | — | 32.8 | — | — | — | — | — | 100.0 |
| British Caledonian Airways | 178 | 67 | 251 | 664 | 961 | 763 | 79.4 | 1 211 | 6 504 | 4 203 | 4 138 | 66 | 64.6 |
| Air Anglia | 27 | 120 | 91 | 270 | 181 | 66 | 36.3 | — | 18 | 7 | — | 7 | 36.0 |
| Air Freight | 14 | 48 | 71 | 954 | 452 | 288 | 63.8 | 5 | 41 | 23 | 1 | 22 | 56.5 |
| Alidair | 70 | 217 | 213 | 7 474 | 4 198 | 2 521 | 60.0 | 34 | 420 | 201 | 12 | 189 | 47.8 |
| Britannia Airways | 83 | 130 | 145 | 13 102 | 10 786 | 8 382 | 77.7 | — | 917 | 712 | — | 712 | 77.7 |
| British Air Ferries | 36 | 121 | 139 | 1 692 | 990 | 489 | 49.4 | 29 | 164 | 60 | 15 | 45 | 36.5 |
| British Island Airways | 64 | 118 | 184 | 1 337 | 1 358 | 1 198 | 88.2 | 194 | 340 | 195 | 93 | 101 | 57.3 |
| British Midland Airways | 73 | 273 | 216 | 8 723 | 6 181 | 2 336 | 37.8 | 19 | 595 | 187 | 5 | 182 | 31.5 |
| Dan-Air Services | 456 | 970 | 1 380 | 29 007 | 25 417 | 16 283 | 64.1 | 63 | 2 116 | 1 378 | 21 | 1 357 | 65.1 |
| Express Air Services C.I. | 1 | 2 | 5 | — | — | — | — | 9 | 6 | 5 | 5 | — | 86.5 |
| General Aviation Services | 14 | 30 | 64 | — | — | — | — | 23 | 42 | 12 | 12 | — | 28.0 |
| I.A.S. Cargo Airlines | 406 | 203 | 625 | — | — | — | — | 4 722 | 15 329 | 11 624 | 11 624 | — | 75.8 |
| Intra Airways | 14 | 58 | 61 | — | — | — | — | 67 | 60 | 49 | 49 | — | 81.7 |
| Laker Airways | 15 | 2 | 21 | 408 | 5 035 | 2 977 | 59.1 | — | 511 | 238 | — | 238 | 46.6 |
| Loganair | 147 | 611 | 654 | 3 649 | 1 960 | 1 090 | 55.6 | — | 179 | 99 | — | 99 | 55.3 |
| Monarch Airlines | 37 | 28 | 60 | 1 464 | 6 208 | 1 722 | 27.7 | 11 | 603 | 166 | 10 | 156 | 27.5 |
| Southern Int-Air Transport | 9 | 21 | 31 | 538 | 674 | 292 | 43.3 | — | 57 | 22 | — | 22 | 38.6 |
| Transmendon Air Cargo | 74 | 25 | 157 | — | — | — | — | 156 | 1 874 | 895 | 895 | — | 47.8 |
| TOTAL | 2 008 | 3 362 | 4 783 | 74 082 | 72 544 | 42 789 | 59.0 | 7 588 | 32 396 | 21 628 | 18 045 | 3 583 | 66.8 |

International Exempt Operations March 1979

Table 29.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | |
| British Airways | 274 | 256 | 366 | 3 795 | 7 159 | 4 057 | 56.7 | 1 045 | 2 543 | 1 523 | 1 163 | 360 | 59.9 |
| British Caledonian Airways | 178 | 67 | 251 | 664 | 961 | 763 | 79.4 | 1 211 | 6 504 | 4 203 | 4 138 | 66 | 64.6 |
| Air Anglia | 4 | 9 | 12 | 24 | 23 | 14 | 59.2 | — | 2 | 1 | — | 1 | 59.2 |
| Alidair | 9 | 16 | 30 | 555 | 567 | 334 | 58.9 | 6 | 57 | 27 | 3 | 25 | 48.0 |
| Britannia Airways | 83 | 130 | 145 | 13 102 | 10 786 | 8 382 | 77.7 | — | 917 | 712 | — | 712 | 77.7 |
| British Air Ferries | 34 | 116 | 133 | 1 639 | 970 | 472 | 48.7 | 24 | 155 | 56 | 13 | 43 | 35.8 |
| British Island Airways | 16 | 21 | 34 | 1 314 | 1 343 | 1 191 | 88.7 | — | 121 | 101 | — | 101 | 83.3 |
| Dan-Air Services | 95 | 46 | 121 | 2 970 | 9 569 | 5 646 | 59.0 | — | 768 | 453 | — | 453 | 59.0 |
| General Aviation Services | 13 | 23 | 57 | — | — | — | — | 23 | 37 | 12 | 12 | — | 32.2 |
| I.A.S. Cargo Airlines | 406 | 203 | 625 | — | — | — | — | 4 722 | 15 329 | 11 624 | 11 624 | — | 75.8 |
| Intra Airways | 1 | 5 | 4 | — | — | — | — | 14 | 3 | 2 | 2 | — | 66.7 |
| Laker Airways | 15 | 2 | 21 | 408 | 5 035 | 2 977 | 59.1 | — | 511 | 238 | — | 238 | 46.6 |
| Monarch Airlines | 37 | 28 | 60 | 1 464 | 6 208 | 1 722 | 27.7 | 11 | 603 | 166 | 10 | 156 | 27.5 |
| Southern Int-Air Transport | 7 | 13 | 22 | 402 | 493 | 238 | 48.4 | — | 41 | 18 | — | 18 | 42.5 |
| Transmeridian Air Cargo | 74 | 25 | 157 | — | — | — | — | 156 | 1 874 | 895 | 895 | — | 47.8 |
| TOTAL | 1 245 | 960 | 2 036 | 26 337 | 43 114 | 25 795 | 59.8 | 7 211 | 29 465 | 20 031 | 17 858 | 2 173 | 68.0 |

Domestic Exempt Operations March 1979

Table 29.3

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Tonne-kilometres used | | | As percentage of available |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|-----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | Total (000) | Cargo (000) | Passengers (000) | |
| British Airways | 16 | 54 | 51 | 921 | 983 | 327 | 33.2 | 3 | 79 | 29 | 1 | 28 | 37.1 |
| British Airways Helicopters | — | 8 | 1 | 84 | 1 | — | 32.8 | — | — | — | — | — | 100.0 |
| Air Anglia | 24 | 111 | 79 | 246 | 157 | 52 | 32.9 | — | 16 | 5 | — | 5 | 32.6 |
| Air Freight | 14 | 48 | 71 | 954 | 452 | 288 | 63.8 | 5 | 41 | 23 | 1 | 22 | 56.5 |
| Alidair | 61 | 201 | 182 | 6 919 | 3 631 | 2 187 | 60.2 | 28 | 363 | 174 | 10 | 164 | 47.8 |
| British Air Ferries | 2 | 5 | 6 | 53 | 20 | 17 | 82.8 | 5 | 9 | 4 | 3 | 2 | 49.1 |
| British Island Airways | 48 | 97 | 150 | 23 | 16 | 7 | 46.0 | 194 | 219 | 94 | 93 | 1 | 43.0 |
| British Midland Airways | 73 | 273 | 216 | 8 723 | 6 181 | 2 336 | 37.8 | 19 | 595 | 187 | 5 | 182 | 31.5 |
| Dan-Air Services | 361 | 924 | 1 259 | 26 037 | 15 848 | 10 637 | 67.1 | 63 | 1 348 | 925 | 21 | 904 | 68.6 |
| Express Air Services C.I. | 1 | 2 | 5 | — | — | — | — | 9 | 6 | 5 | 5 | — | 86.5 |
| General Aviation Services | 2 | 7 | 7 | — | — | — | — | — | 6 | — | — | — | 0.5 |
| Intra Airways | 13 | 53 | 57 | — | — | — | — | 53 | 57 | 47 | 47 | — | 82.6 |
| Loganair | 147 | 611 | 654 | 3 649 | 1 960 | 1 090 | 55.6 | — | 179 | 99 | — | 99 | 55.3 |
| Southern Int Air Transport | 2 | 8 | 9 | 136 | 181 | 54 | 29.5 | — | 16 | 4 | — | 4 | 28.0 |
| TOTAL | 763 | 2 402 | 2 747 | 47 745 | 29 430 | 16 993 | 57.7 | 377 | 2 931 | 1 597 | 186 | 1 411 | 54.6 |

Class 5 Operations for UK Operators March 1979

Table 30.1

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometre used | | Passengers (000) | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|----------------|----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | | |
| British Airways | 52 | 30 | 83 | 2 599 | 5 336 | 4 526 | 84.8 | .. | 542 | 435 | 22 | 20 | 393 | 80.3 |
| British Airtours | 298 | 114 | 431 | 16 572 | 56 324 | 43 322 | 76.9 | .. | 5 126 | 3 818 | — | — | 3 818 | 74.5 |
| British Caledonian Airways | 23 | 7 | 31 | — | — | — | — | .. | 697 | 508 | — | 508 | — | 72.9 |
| Air-Bridge Carriers | 33 | 78 | 70 | 1 833 | 2 284 | 735 | 32.2 | .. | 233 | 95 | — | 36 | 59 | 40.8 |
| Alldair | 32 | 86 | 120 | 1 595 | 2 046 | 632 | 30.9 | .. | 203 | 57 | — | 8 | 49 | 28.1 |
| British Air Ferries | 13 | 32 | 46 | 173 | 149 | 43 | 28.9 | .. | 66 | 27 | — | 23 | 4 | 40.9 |
| British Island Airways | 11 | 38 | 42 | 986 | 728 | 331 | 45.5 | .. | 52 | 25 | — | — | 26 | 48.1 |
| Dan-Air Services | 8 | 12 | 22 | 416 | 406 | 298 | 73.4 | .. | 35 | 25 | — | — | 25 | 71.4 |
| Express Air Services C.I. | 1 | 6 | 5 | 187 | 50 | 31 | 62.0 | .. | 5 | 3 | — | — | 3 | 60.0 |
| General Aviation Services | 8 | 50 | 45 | — | — | — | — | .. | 28 | 1 | — | 1 | — | 3.6 |
| Monarch Airlines | 1 | 2 | 2 | 103 | 158 | 48 | 30.4 | .. | 15 | 4 | — | — | 4 | 26.7 |
| Southern Int-Air Transport | 32 | 158 | 119 | 5 319 | 2 590 | 1 179 | 45.5 | .. | 193 | 93 | — | — | 93 | 48.2 |
| Tradewinds Airways | 254 | 45 | 339 | — | — | — | — | .. | 10 679 | 6 547 | — | 6 547 | — | 61.3 |
| TOTAL | 766 | 658 | 1 354 | 29 783 | 70 071 | 51 145 | 73.0 | .. | 17 874 | 11 638 | 22 | 7 143 | 4 473 | 65.1 |

Class 5 Operations for Non-UK Operators March 1979

Table 30.2

| | Aircraft-km (000) | Stage flights | Aircraft hours | Number of passengers uplifted | Seat-km available (000) | Seat-km used (000) | As percentage of available | Cargo uplifted tonnes | Tonne-km available (000) | Total (000) | Tonne-kilometre used | | Passengers (000) | As percentage of available |
|----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|----------------------------------|-----------------------------|--------------------------------|----------------|----------------------|----------------|---------------------|----------------------------------|
| | | | | | | | | | | | Mail (000) | Cargo (000) | | |
| British Airtours | 134 | 46 | 178 | 4 113 | 25 315 | 11 977 | 47.3 | .. | 2 304 | 1 054 | — | — | 1 054 | 45.7 |
| British Caledonian Airways | 47 | 14 | 67 | — | — | — | — | .. | 1 526 | 1 294 | — | 1 294 | — | 84.8 |
| Air Freight | 11 | 30 | 52 | — | — | — | — | .. | 41 | 27 | — | 27 | — | 65.9 |
| British Island Airways | 22 | 62 | 78 | — | — | — | — | .. | 108 | 40 | 1 | 39 | — | 37.0 |
| British Midland Airways | 712 | 368 | 995 | 28 424 | 113 920 | 54 967 | 48.3 | .. | 21 360 | 10 526 | — | 6 132 | 4 394 | 49.3 |
| Dan-Air Services | 1 | 2 | 2 | 209 | 63 | 55 | 87.3 | .. | 5 | 4 | — | — | 4 | 80.0 |
| I.A.S. Cargo Airlines | 272 | 78 | 393 | — | — | — | — | .. | 10 918 | 6 800 | — | 6 800 | — | 62.3 |
| Laker Airways | 280 | 74 | 467 | 5 896 | 55 476 | 27 831 | 50.2 | .. | 5 582 | 2 225 | — | — | 2 225 | 39.9 |
| Monarch Airlines | 1 | 4 | 3 | 158 | 143 | 88 | 61.5 | .. | 14 | 8 | — | — | 8 | 57.1 |
| Tradewinds Airways | 38 | 8 | 50 | — | — | — | — | .. | 1 581 | 1 227 | — | 1 227 | — | 77.6 |
| Transmeridian Air Cargo | 9 | 3 | 28 | — | — | — | — | .. | 225 | 191 | — | 191 | — | 84.9 |
| TOTAL | 1 527 | 689 | 2 313 | 38 800 | 194 917 | 94 918 | 48.7 | .. | 43 664 | 23 396 | 1 | 15 710 | 7 685 | 53.6 |

Aircraft Type and Utilisation — All Airlines

March 1979

Table 31.1

| | Aircraft—km (000) | Stage flights | | Aircraft hours | | Passengers carried | Pass—kms (000) | Aircraft in service at Quarter ended March 1979 | Daily Utilisation per Aircraft (hrs) Quarter ended March 1979 |
|--------------------------------|----------------------|---------------|--------------|----------------|--------------|-----------------------|-------------------|---|--|
| | | Passenger | Cargo | Passenger | Cargo | | | | |
| Aerospatiale SA330J Puma | ✕ 180 | 707 | — | 881 | — | 8 658 | 2 204 | 10 | 2.9 |
| Aviation Traders Carvair | ✕ 24 | — | 25 | — | 100 | — | — | 1 | 3.2 |
| Aviation Traders Merchantman | 543 | — | 564 | — | 875 | — | — | 6 | 4.4 |
| AW650 Argosy | 41 | — | 131 | — | 151 | — | — | 3 | 1.5 |
| BAC 111-200 | 772 | 1 676 | — | 1 792 | — | 65 279 | 34 505 | 9 | 5.9 |
| BAC 111-300/400 | 2 009 | 2 037 | — | 3 560 | — | 109 017 | 123 821 | 20 | 5.4 |
| BAC 111-500 | 3 445 | 5 220 | 45 | 6 837 | 53 | 362 681 | 257 229 | 36 | 6.1 |
| BAC/Aerospatiale Concorde | 729 | 130 | — | 739 | — | 6 864 | 38 348 | 5 | 4.2 |
| Bell 206 Jet Ranger | ✕ 3 | 30 | — | 20 | — | 45 | 5 | .. | .. |
| Bell 212 Twin | ✕ 107 | 4 212 | — | 695 | — | 20 489 | 532 | 10 | 1.8 |
| Boeing 707-120/120B | 65 | 44 | — | 103 | — | 5 298 | 7 939 | 1 | 3.5 |
| Boeing 707-320C/336 | 5 694 | 1 238 | 608 | 5 033 | 2 873 | 89 851 | 304 587 | 36 | 7.6 |
| Boeing 707-420 | 1 132 | 502 | — | 1 685 | — | 74 573 | 160 085 | 9 | 6.2 |
| Boeing 720/720B | 483 | 283 | — | 742 | — | 34 980 | 64 456 | 5 | 6.6 |
| Boeing 727-100 | 1 427 | 673 | — | 2 093 | — | 77 581 | 175 990 | 8 | 8.0 |
| Boeing 737-200 | 3 173 | 1 889 | — | 5 112 | — | 223 010 | 382 290 | 18 | 8.6 |
| Boeing 747-100 | 4 747 | 1 232 | — | 6 081 | — | 150 286 | 1 140 309 | 18 | 10.7 |
| Boeing 747-200 | 1 992 | 404 | — | 2 525 | — | 50 747 | 534 460 | 7 | 11.8 |
| Bristol Britannia 300 | 227 | — | 118 | — | 489 | — | — | 4 | 3.5 |
| Britten-Norman Islander | 120 | 1 575 | — | 562 | — | 6 201 | 374 | 10 | 1.7 |
| Britten-Norman Trislander | 170 | 1 916 | — | 871 | — | 17 168 | 1 434 | 14 | 1.9 |
| Canadair CL 44 | 670 | — | 238 | — | 1 484 | — | — | 9 | 4.4 |
| Cessna 404 Titan | 71 | 169 | — | 295 | — | 692 | 298 | .. | .. |
| DC3 Dakota/Pionair | 75 | 96 | 222 | 106 | 278 | 1 715 | 408 | 8 | 1.8 |
| DH 106 Comet 4B/C | 359 | 310 | — | 656 | — | 31 593 | 36 828 | 7 | 2.9 |
| DHC 6 Twin-Otter | 124 | 478 | — | 558 | — | 4 648 | 1 330 | 5 | 3.3 |
| Embraer Bandeirante | 48 | 88 | — | 154 | — | 578 | 317 | .. | .. |
| Fokker Friendship 100/600 | 579 | 1 457 | — | 1 627 | — | 24 720 | 10 945 | 8 | 6.0 |
| Hawker Siddeley 121 Trident 1C | 549 | 968 | — | 1 185 | — | 63 851 | 36 289 | 11 | 3.1 |
| Hawker Siddeley 121 Trident 1E | 208 | 390 | — | 459 | — | 31 965 | 17 003 | 4 | 4.1 |
| Hawker Siddeley 121 Trident 2E | 1 510 | 1 583 | — | 2 713 | — | 103 449 | 97 600 | 16 | 5.2 |
| Hawker Siddeley 121 Trident 3B | 1 964 | 2 900 | — | 3 069 | — | 277 802 | 185 952 | 25 | 4.5 |
| HP Herald 100/200 | 703 | 1 860 | 796 | 1 836 | 880 | 44 614 | 10 310 | 31 | 3.5 |
| HS 748 | 616 | 1 973 | — | 2 192 | — | 48 407 | 17 478 | 20 | 3.3 |
| Lockheed L1011 Tristar | 1 066 | 556 | — | 1 623 | — | 76 250 | 141 519 | 9 | 5.3 |
| MBB BO 105 | ✕ 253 | 5 271 | 27 | 1 253 | 9 | 13 619 | 751 | 3 | (a) 3.2 |
| McDonnell-Douglas DC10-10 | ✕ 121 | 180 | — | 1 509 | — | 31 599 | 174 315 | 6 | 10.5 |
| McDonnell-Douglas DC8-54F/55F | 1 031 | — | 340 | — | 1 482 | — | — | 6 | 7.4 |
| McDonnell-Douglas DC9-10 to 40 | 147 | 490 | — | 418 | — | 19 875 | 6 161 | 2 | 6.7 |
| McDonnell-Douglas DC-10-30 | 860 | 191 | — | 1 098 | — | 16 569 | 113 846 | 3 | 12.2 |
| Piper PA23 Aztec (and Apache) | ✕ 7 | 52 | — | 31 | — | 100 | 14 | 1 | 0.4 |
| Piper PA31 Navajo (All Series) | 198 | 980 | — | 763 | — | 3 480 | 792 | 9 | (b) 2.5 |
| Sikorsky S61N | ✕ 876 | 5 376 | — | 4 773 | — | 59 373 | 9 552 | 43 | (a) 3.3 |
| Sikorsky S58T | ✕ 50 | 426 | 15 | 280 | 5 | 2 201 | 276 | 6 | 1.1 |
| Vickers VC10 | — | — | — | — | — | — | — | 1 | 0.0 |
| Vickers Super VC10 | 3 018 | 973 | — | 4 174 | — | 49 771 | 268 416 | 15 | 8.5 |
| Vickers Viscount 700 | 102 | 303 | — | 333 | — | 9 069 | 3 153 | 6 | 1.9 |
| Vickers Viscount 700D/800/810 | 1 164 | 4 307 | 16 | 4 050 | 20 | 146 513 | 42 743 | 34 | 4.1 |
| Westland Wessex | ✕ 48 | 900 | — | 343 | — | 4 009 | 214 | 3 | 3.3 |
| TOTAL | 44 501 | 56 045 | 3 145 | 74 829 | 8 699 | 2 369 190 | 4 405 077 | 521 | 5.1 |

Aircraft in service and utilisation

(a) Excludes North Scottish Helicopters

(b) Excludes Air Wales

Aircraft Type and Utilisation — Individual Airlines Table 31.2

March 1979

| | Aircraft—km (000) | Stage Passenger | Flights Cargo | Aircraft hours Passenger | Cargo | Passengers carried | Pass—kms (000) | Aircraft in Service at Quarter ended March 1979 | Daily utilisation per aircraft (hrs) Quarter ended March 1979 |
|------------------------------------|----------------------|--------------------|------------------|-----------------------------|-------|-----------------------|-------------------|---|--|
| British Airways | | | | | | | | | |
| HS 748 | 68 | 296 | — | 245 | — | 7 045 | 1 796 | 2 | 4.0 |
| Vickers Viscount 700D/800/810 | 678 | 2 606 | — | 2 418 | — | 95 426 | 27 068 | 19 | 3.9 |
| BAC 111-300/400 | 603 | 1 040 | — | 1 211 | — | 42 559 | 22 951 | 7 | 4.9 |
| BAC 111-500 | 1 511 | 3 164 | — | 3 220 | — | 201 657 | 89 541 | 18 | 5.6 |
| Hawker Siddeley 121 Trident 2E | 1 510 | 1 583 | — | 2 713 | — | 103 449 | 97 600 | 16 | 5.2 |
| Aviation Traders Merchantman | 479 | — | 507 | — | 738 | — | — | 5 | 4.6 |
| Hawker Siddeley 121 Trident 1C | 549 | 968 | — | 1 185 | — | 63 851 | 36 289 | 11 | 3.1 |
| Hawker Siddeley 121 Trident 3B | 1 964 | 2 900 | — | 3 069 | — | 277 802 | 185 952 | 25 | 4.5 |
| Hawker Siddeley 121 Trident 1E | 208 | 390 | — | 459 | — | 31 965 | 17 003 | 4 | 4.1 |
| Vickers VC10 | — | — | — | — | — | — | — | 1 | 0.0 |
| Vickers Super VC10 | 3 018 | 973 | — | 4 174 | — | 49 771 | 268 416 | 15 | 8.5 |
| Lockheed L1011 Tristar | 1 066 | 556 | — | 1 623 | — | 76 250 | 141 519 | 9 | 5.3 |
| Boeing 707-320C/336 | 1 759 | 393 | 160 | 1 677 | 777 | 27 447 | 107 048 | 11 | 7.1 |
| Boeing 747-100 | 4 747 | 1 232 | — | 6 081 | — | 150 286 | 1 140 309 | 18 | 10.7 |
| Boeing 747-200 | 1 992 | 404 | — | 2 525 | — | 50 747 | 534 460 | 7 | 11.8 |
| BAC/Aerospatiale Concorde | 729 | 130 | — | 739 | — | 6 864 | 38 348 | 5 | 4.2 |
| TOTAL | 20 879 | 16 635 | 667 | 31 339 | 1 515 | 1 185 119 | 2 708 299 | 173 | 6.0 |
| British Airtours | | | | | | | | | |
| Boeing 707-420 | 1 132 | 502 | — | 1 685 | — | 74 573 | 160 085 | 9 | 6.2 |
| British Airways Helicopters | | | | | | | | | |
| Sikorsky S61N | 483 | 2 950 | — | 2 401 | — | 34 168 | 5 416 | 24 | 2.9 |
| Sikorsky S.58T | 9 | 113 | — | 51 | — | 510 | 42 | 2 | 0.8 |
| Bell 212 Twin | 16 | 424 | — | 86 | — | 2 549 | 95 | 2 | 1.6 |
| TOTAL | 508 | 3 487 | — | 2 538 | — | 37 227 | 5 553 | 28 | 2.7 |
| British Caledonian Airways | | | | | | | | | |
| Piper PA31 Navajo (All Series) | 31 | 175 | — | 148 | — | 422 | 75 | 2 | 2.2 |
| BAC 111-200 | 565 | 1 354 | — | 1 351 | — | 50 603 | 23 209 | 7 | 5.7 |
| BAC 111-500 | 742 | 1 047 | 45 | 1 457 | 53 | 61 925 | 47 805 | 9 | 5.6 |
| Boeing 707-320C/336 | 1 738 | 316 | 184 | 1 504 | 829 | 14 996 | 74 154 | 8 | 9.1 |
| McDonnell-Douglas DC-10-30 | 860 | 191 | — | 1 098 | — | 16 569 | 113 846 | 3 | 12.2 |
| Sikorsky S61N | 23 | 565 | — | 141 | — | 5 497 | 220 | 1 | 3.9 |
| TOTAL | 3 960 | 3 648 | 229 | 5 699 | 882 | 150 012 | 259 309 | 30 | 6.9 |
| Air Anglia | | | | | | | | | |
| Fokker Friendship 100/600 | 579 | 1 457 | — | 1 627 | — | 24 720 | 10 945 | 8 | 6.0 |
| Piper PA31 Navajo (All Series) | 152 | 730 | — | 552 | — | 2 702 | 645 | 7 | 2.6 |
| TOTAL | 731 | 2 187 | — | 2 179 | — | 27 422 | 11 590 | 15 | 4.4 |
| Air Freight | | | | | | | | | |
| DC3 Dakota/Pionair | 38 | 48 | 94 | 71 | 122 | 954 | 288 | 4 | 1.4 |
| Air Wales | | | | | | | | | |
| Piper PA31 Navajo (All Series) | 15 | 75 | — | 63 | — | 356 | 71 | .. | .. |
| Embraer Bandeirante | 48 | 88 | — | 154 | — | 578 | 317 | .. | .. |
| TOTAL | 63 | 163 | — | 217 | — | 934 | 389 | .. | .. |

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 March 1979 | Daily utilisation per aircraft (hrs) Quarter ended March 1979 |
|---------------------------------------|----------------------|----------------------------|-------|-----------------------------|-------|-----------------------|-------------------|---|--|
| Air Westward | | | | | | | | | |
| Cessna 404 Titan | 71 | 169 | — | 295 | — | 692 | 298 | .. | .. |
| Air-Bridge Carriers | | | | | | | | | |
| AW650 Argosy | 41 | — | 131 | — | 151 | — | — | 3 | 1.5 |
| Aviation Traders Merchantman | 64 | — | 57 | — | 137 | — | — | 1 | 3.3 |
| HP Herald 100/200 | — | — | — | — | — | — | — | — | 0.9 |
| TOTAL | 106 | — | 188 | — | 288 | — | — | 4 | 1.6 |
| Alidair | | | | | | | | | |
| Vickers Viscount 700 | 102 | 303 | — | 333 | — | 9 069 | 3 153 | 6 | 1.9 |
| Aurigny Air Services | | | | | | | | | |
| Britten-Norman Trislander | 68 | 1 332 | — | 337 | — | 12 759 | 638 | 6 | 1.6 |
| Britten-Norman Islander | 13 | 210 | — | 63 | — | 1 840 | 59 | 2 | 0.7 |
| TOTAL | 81 | 1 542 | — | 400 | — | 14 599 | 697 | 8 | 1.4 |
| Bristow Helicopters | | | | | | | | | |
| Sikorsky S61N | 361 | 1 820 | — | 2 186 | — | 19 175 | 3 803 | 18 | 3.8 |
| Westland Wessex | 48 | 900 | — | 343 | — | 4 009 | 214 | 3 | 3.3 |
| Sikorsky S.58T | 18 | 192 | — | 121 | — | 798 | 75 | 2 | 1.0 |
| Bell 212 Twin | 9 | 100 | — | 61 | — | 569 | 51 | 1 | 1.9 |
| Aerospatiale SA330J Puma | 180 | 707 | — | 881 | — | 8 658 | 2 204 | 10 | 2.9 |
| TOTAL | 616 | 3 719 | — | 3 592 | — | 33 209 | 6 347 | 34 | 3.1 |
| Britannia Airways | | | | | | | | | |
| Boeing 737-200 | 3 173 | 1 889 | — | 5 112 | — | 223 010 | 382 290 | 18 | 8.6 |
| British Air Ferries | | | | | | | | | |
| HP Herald 100/200 | 48 | 103 | 48 | 109 | 72 | 1 865 | 532 | 7 | 1.1 |
| Aviation Traders Carvair | 24 | — | 25 | — | 100 | — | — | 1 | 3.2 |
| TOTAL | 72 | 103 | 73 | 109 | 172 | 1 865 | 532 | 8 | 1.4 |
| British Executive Air Services | | | | | | | | | |
| Bell 212 Twin | 82 | 3 688 | — | 548 | — | 17 371 | 386 | 7 | 1.8 |
| British Island Airways | | | | | | | | | |
| HP Herald 100/200 | 611 | 1 719 | 561 | 1 679 | 675 | 41 613 | 9 426 | 19 | 5.4 |
| BAC 111-300/400 | 70 | 126 | — | 152 | — | 5 977 | 4 344 | 3 | 2.0 |
| TOTAL | 681 | 1 845 | 561 | 1 831 | 675 | 47 590 | 13 771 | 22 | 4.9 |
| British Midland Airways | | | | | | | | | |
| Vickers Viscount 700D/800/810 | 434 | 1 516 | — | 1 473 | — | 44 531 | 13 853 | 10 | 5.0 |
| McDonnell-Douglas DC9-10 to 40 | 147 | 490 | — | 418 | — | 19 875 | 6 161 | 2 | 6.7 |
| Boeing 707-320C/336 | 712 | 368 | — | 995 | — | 28 424 | 54 967 | 8 | 5.5 |
| TOTAL | 1 293 | 2 374 | — | 2 886 | — | 92 830 | 74 980 | 20 | 5.3 |
| Brymon Airways | | | | | | | | | |
| HP Herald 100/200 | 11 | 32 | — | 43 | — | 949 | 321 | 1 | 3.4 |
| DHC 6 Twin-Otter | 65 | 296 | — | 300 | — | 2 440 | 616 | 2 | 4.4 |
| TOTAL | 76 | 328 | — | 343 | — | 3 389 | 937 | 3 | 4.1 |

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 March 1979 | Daily utilisation per aircraft (hrs) Quarter ended March 1979 |
|---------------------------------------|----------------------|----------------------------|-------|-----------------------------|-------|-----------------------|-------------------|---|--|
| Burnthills Aviation | | | | | | | | | |
| Bell 206 Jet Ranger | 3 | 30 | — | 20 | — | 45 | 5 | .. | .. |
| Dan-Air Services | | | | | | | | | |
| HS748 | 548 | 1 677 | — | 1 947 | — | 41 362 | 15 682 | 18 | 3.3 |
| BAC 111-200 | 207 | 322 | — | 441 | — | 14 676 | 11 296 | 2 | 6.8 |
| BAC 111-300/400 | 626 | 460 | — | 1 046 | — | 32 376 | 45 039 | 5 | 6.7 |
| BAC 111-500 | 859 | 708 | — | 1 548 | — | 71 710 | 88 976 | 6 | 7.7 |
| DH 106 Comet 4B/C | 359 | 310 | — | 656 | — | 31 593 | 36 828 | 7 | 2.9 |
| Boeing 727-100 | 1 427 | 673 | — | 2 093 | — | 77 581 | 175 990 | 8 | 8.0 |
| Boeing 707-320C/336 | 59 | 23 | — | 84 | — | 2 614 | 8 194 | 1 | 3.7 |
| TOTAL | 4 085 | 4 173 | — | 7 815 | — | 271 912 | 382 004 | 47 | 5.1 |
| Express Air Services C.I. | | | | | | | | | |
| HP Herald 100/200 | 33 | 6 | 187 | 5 | 133 | 187 | 31 | 4 | 1.2 |
| General Aviation Services | | | | | | | | | |
| DC3 Dakota/Pionair | 22 | — | 80 | — | 109 | — | — | 2 | 3.8 |
| Haywards Aviation | | | | | | | | | |
| Britten-Norman Islander | 2 | 12 | — | 8 | — | 18 | 3 | 1 | 0.7 |
| Piper PA23 Aztec (and Apache) | 7 | 52 | — | 31 | — | 100 | 14 | 1 | 0.4 |
| TOTAL | 9 | 64 | — | 39 | — | 118 | 17 | 2 | 0.5 |
| I.A.S. Cargo Airlines | | | | | | | | | |
| McDonnell-Douglas DC8-54F/55F 755 | — | — | 241 | — | 1 080 | — | — | 4 | 8.4 |
| Intra Airways | | | | | | | | | |
| DC3 Dakota/Pionair | 14 | 48 | 48 | 35 | 47 | 761 | 120 | 2 | 1.3 |
| Vickers Viscount 700D/800/810 | 11 | 12 | 10 | 15 | 14 | 699 | 351 | 3 | 1.8 |
| TOTAL | 25 | 60 | 58 | 50 | 61 | 1 460 | 471 | 5 | 1.5 |
| Invicta International Airlines | | | | | | | | | |
| Bristol Britannia 300 | 71 | — | 51 | — | 166 | — | — | 2 | 2.2 |
| Laker Airways | | | | | | | | | |
| BAC 111-300/400 | 710 | 411 | — | 1 151 | — | 28 105 | 51 487 | 5 | 6.3 |
| McDonnell-Douglas DC10-10 | 1 121 | 180 | — | 1 509 | — | 31 599 | 174 315 | 6 | 10.5 |
| Boeing 707-320C/336 | 499 | 138 | — | 773 | — | 16 370 | 60 225 | 2 | 12.3 |
| TOTAL | 2 331 | 729 | — | 3 433 | — | 76 074 | 286 027 | 13 | 9.0 |
| Loganair | | | | | | | | | |
| Britten-Normen Trislander | 102 | 584 | — | 534 | — | 4 409 | 796 | 8 | 2.1 |
| Britten-Norman Islander | 106 | 1 353 | — | 491 | — | 4 343 | 312 | 7 | 2.2 |
| DHC 6 Twin-Otter | 59 | 182 | — | 258 | — | 2 208 | 714 | 3 | 2.5 |
| TOTAL | 267 | 2 119 | — | 1 283 | — | 10 960 | 1 822 | 18 | 2.2 |

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 March 1979 | Daily utilisation per aircraft (hrs) Quarter ended March 1979 |
|-----------------------------------|----------------------|----------------------------|--------------|-----------------------------|--------------|-----------------------|-------------------|---|--|
| Management Aviation | | | | | | | | | |
| Sikorsky S.58T | 23 | 121 | 15 | 108 | 5 | 893 | 159 | 2 | 1.8 |
| MBB BO 105 | 60 | 1 097 | 27 | 289 | 9 | 1 097 | 173 | 3 | 3.2 |
| TOTAL | 83 | 1 218 | 42 | 397 | 14 | 1 990 | 332 | 5 | 2.7 |
| Monarch Airlines | | | | | | | | | |
| BAC 11-500 | 333 | 301 | — | 612 | — | 27 389 | 30 908 | 3 | 6.6 |
| Boeing 707-120/120B | 65 | 44 | — | 103 | — | 5 298 | 7 939 | 1 | 3.5 |
| Boeing 720/720B | 483 | 283 | — | 742 | — | 34 980 | 64 456 | 5 | 6.6 |
| TOTAL | 880 | 628 | — | 1 457 | — | 67 667 | 103 303 | 9 | 6.3 |
| North Scottish Helicopters | | | | | | | | | |
| Sikorsky S61N | 9 | 41 | — | 45 | — | 533 | 113 | .. | .. |
| MBB BO 105 | 193 | 4 174 | — | 964 | — | 12 522 | 578 | .. | .. |
| TOTAL | 202 | 4 215 | — | 1 009 | — | 13 055 | 691 | .. | .. |
| Pelican Air Transport | | | | | | | | | |
| Boeing 707-320C/336 | 217 | — | 75 | — | 295 | — | — | 2 | 9.4 |
| Redcoat Air Cargo | | | | | | | | | |
| Bristol Britannia 300 | 156 | — | 67 | — | 323 | — | — | 2 | 4.7 |
| Scimitar Airlines | | | | | | | | | |
| Boeing 707-320C/336 | 140 | — | 47 | — | 201 | — | — | 1 | 5.5 |
| Southern Int-Air Transport | | | | | | | | | |
| Vickers Viscount 700D/800/810 | 41 | 173 | 6 | 144 | 6 | 5 857 | 1 471 | 2 | 2.7 |
| Tradewinds Airways | | | | | | | | | |
| Canadair CL 44 | 185 | — | 67 | — | 373 | — | — | 2 | 5.9 |
| Boeing 707-320C/336 | 570 | — | 142 | — | 771 | — | — | 3 | 6.9 |
| TOTAL | 754 | — | 209 | — | 1 144 | — | — | 5 | 6.5 |
| Transmeridian Air Cargo | | | | | | | | | |
| Canadair CL 44 | 485 | — | 171 | — | 1 111 | — | — | 7 | 4.0 |
| McDonnell-Douglas DC8-54F/55F | 276 | — | 99 | — | 402 | — | — | 2 | 5.4 |
| TOTAL | 761 | — | 270 | — | 1 513 | — | — | 9 | 5.1 |
| GRAND TOTAL | 44 501 | 56 045 | 3 145 | 74 829 | 8 699 | 2 369 190 | 4 405 077 | 521 | 5.1 |

Operations Subject to Variable Charge by Type of Licence for March 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 | 637 049 | 380 526 | 97 063 | 283 462 | 59.7 |
| Class 2 | 7 825 | 4 581 | — | 4 581 | 58.5 |
| Class 3 | 90 260 | 77 588 | — | 77 588 | 86.0 |
| Class 4 | 10 637 | 8 414 | — | 8 414 | 79.1 |
| Class 5A | 17 645 | 11 549 | 7 142 | 4 407 | 65.4 |
| Class 6 | 88 602 | 59 631 | 59 631 | — | 67.3 |
| Class 7 | 2 027 | 1 088 | 76 | 1 012 | 53.5 |
| TOTAL | 854 045 | 543 377 | 163 912 | 379 464 | 63.2 |
| Non-chargeable Operations | | | | | |
| Aircraft hired from Foreign Operators | 38 550 | 27 637 | 15 173 | 12 464 | 71.6 |
| Exempt Services | 17 049 | 9 997 | 6 420 | 3 577 | 58.6 |
| Class 5B | 43 664 | 23 396 | 15 711 | 7 685 | 53.5 |
| Small Aircraft Operations | 664 | 362 | 8 | 354 | 54.5 |
| TOTAL | 99 927 | 61 393 | 37 313 | 24 081 | 61.4 |
| GRAND TOTAL | 953 972 | 604 770 | 201 225 | 403 545 | 63.4 |

Output by Type of Licence and Aircraft Ownership for March 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 | 637 506 | 2 942 | 23 172 | 663 620 |
| Class 2 | 7 825 | — | — | 7 825 |
| Class 3 | 90 260 | — | — | 90 260 |
| Class 4 | 10 637 | 3 | — | 10 640 |
| Class 6 | 88 602 | — | 33 | 88 635 |
| Class 7 | 2 233 | — | — | 2 233 |
| Exempt Services | 17 049 | 1 | 15 346 | 32 396 |
| TOTAL | 854 112 | 2 946 | 38 550 | 895 609 |
| Class 5A | 17 645 | 229 | — | 17 874 |
| Class 5B | 43 664 | — | — | 43 664 |
| TOTAL | 61 309 | 229 | — | 61 538 |
| GRAND TOTAL | 915 421 | 3 175 | 38 550 | 957 147 |

######

Public Transport Air-Taxi Operations

Table 35

Jan-Mar 1979

| | No. Flights | A/C Rev Hours |
|--------------------------------|-------------|---------------|
| Aerospatiale SA-341G Gazelle | 26 | 28.0 |
| Beagle 206 | 150 | 172.5 |
| Beech 200 Super King Air | 89 | 102.3 |
| Beechcraft B55 Baron | 69 | 69.3 |
| Beechcraft B80 Queen Air | 74 | 107.0 |
| Beechcraft B90 King Air | 349 | 634.5 |
| Bell 47G | 39 | 30.0 |
| Bell 206 Jetranger | 443 | 1 034.1 |
| Britten-Norman Islander | 154 | 209.0 |
| Britten-Norman Trislander | 426 | 334.1 |
| Cessna 172 Skyhawk | 34 | 34.0 |
| Cessna 206 Super Skywagon | 73 | 14.2 |
| Cessna 310/320 | 319 | 245.7 |
| Cessna 401/402/411/414/421 | 283 | 288.6 |
| Cessna 404 Titan | 256 | 305.4 |
| Cessna 500 Citation | 139 | 170.8 |
| Dassault Mystere 20/Falcon 20 | 107 | 146.3 |
| DH104 Dove | 17 | 21.0 |
| DH114 Heron | 168 | 229.0 |
| DHC6 Twin-Otter | 258 | 176.0 |
| Ecureuil | 125 | 121.3 |
| Embraer Bandeirante | 1 465 | 2 004.3 |
| Enstrom F28A/280 | 8 | 11.6 |
| HS 125 | 1 993 | 2 196.5 |
| Hughes 269A (300) | 51 | 47.1 |
| Hughes 369 (500) | 14 | 9.3 |
| Jetstream | 58 | 116.8 |
| MBB BO 105 | 66 | 63.1 |
| Partenavia P68B Victor | 261 | 246.7 |
| Piper PA23 Aztec (and Apache) | 4 943 | 5 551.6 |
| Piper PA28 (and PA32) Cherokee | 2 | 2.0 |
| Piper PA30/39 Twin Comanche | 382 | 388.2 |
| Piper PA31 Navajo (all Series) | 3 834 | 4 702.3 |
| Piper PA34-200 Seneca | 150 | 177.0 |
| Ted Smith Aerostar 601P | 109 | 165.9 |
| Turbo Commander | 5 | 21.0 |
| ALL OPERATORS TOTAL | 17 939 | 20 176.5 |

This information has been produced from quarterly returns provided by some 105 operators who are in possession of Air Operators Certificates.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

| | |
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| Non-scheduled or charter services | include all air transport flights other than scheduled services. |
| Separate fare charters | are those where the charter re-sells part of the capacity of the aircraft to the public at large; an organisation, etc. |
| Inclusive tour | consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip, surface transport and, where appropriate, other amenities. |
| Advance booking charters | Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales of seats to passengers have to be notified to the Civil Aviation Authority in accordance with Schedules 5, 5A, 6 or 7 to Series 1 of the Authority's Official Record. |
| Sole-use charters | are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward. |
| Licence | means an air transport licence granted under Section 22 of the Civil Aviation Act 1971. |

CLASSES OF LICENCE

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

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

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

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

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

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

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

Appendix B Measures and their Computation

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

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

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

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

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

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

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

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

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

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