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Civil Aviation Authority



CAA Monthly Statistics
(up to and including April 1979)

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(up to and including April) 1979

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Foreword

1 CONTENT

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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—April 1979

Activity at UK Airports

During the month of April 1979, air transport movements reached a level of 73 000. A growth of 13·0 per cent as compared with April 1978. The proportion of all-freight movements was 5·0 per cent. The London area airports accounted for 37 000 movements (15·4 per cent growth). Gatwick reported the largest increase in movements handled (2 416 additional movements; 33·2 per cent growth). Heathrow reported 1 776 additional movements (8·2 per cent growth), Luton reported 610 additional movements (40·4 per cent growth) and Stansted reported 146 additional movements (40·2 per cent growth). Southend reported 16 fewer movements (1·3 per cent decline). Outside the London area 36 000 movements were handled by UK airports (an increase of 10·6 per cent as compared to the same month in the previous year); the proportion of all-freight movements was 4·9 per cent of the total. Glasgow and Liverpool reported the greatest increases in movements handled (582 additional movements; 17·4 per cent increase and 546 additional movements; 68·5 per cent increase respectively) followed by Birmingham with 415 additional movements (19·6 per cent increase.) Manchester reported the greatest decrease in movements handled, 501 fewer movements (13·1 per cent decrease) followed by Inverness and Teesside (220 fewer movements; 28·5 per cent decrease and 119 fewer movements; 10·0 per cent decrease respectively). The number of scheduled movements handled by UK airports rose by 17·7 per cent and charter movements by 10·8 per cent. The UK operators' share of scheduled movements rose marginally to stand at 77·2 per cent of the total and their share of charter movements declined marginally to stand at 88·8 per cent of the total.

The number of terminal passengers reported by UK airports during April 1979 rose to 4·6 million (18·3 per cent increase as compared with April 1978) 3·3 million of these passengers were handled at the London area airports (18·6 per cent growth). Heathrow reported the greatest increase in passengers handled (250 793 additional passengers; 12·1 per cent growth) followed by Gatwick (191 826 additional passengers; 35·7 per cent increase), Luton (71 942 additional passengers; 50·3 per cent growth) and Stansted (4 856 additional passengers; 18·3 per cent growth). Southend reported 864 fewer passengers (4·5 per cent decline). 1·3 million passengers used airports outside the London area (17·6 per cent growth as compared with the same month in the previous year). Liverpool reported the greatest increase in passengers handled (33 531 additional passengers; a growth of more than one-fold)

followed by Glasgow and Belfast (31 567 additional passengers; 20·3 per cent growth and 31 160 additional passengers; 37·0 per cent growth respectively). Manchester reported the heaviest fall in the number of passengers handled (12 530 fewer passengers; 5·4 per cent decline) followed by Teesside and Inverness (1 595 fewer passengers; 7·0 per cent decline and 1 190 fewer passengers; 9·5 per cent decline respectively). The number of scheduled passengers handled by UK airports rose by 16·1 per cent and the number of charter passengers rose by 26·3 per cent. The UK operators' share of scheduled passengers rose marginally to stand at 65·3 per cent of the total and their share of charter passengers declined marginally to stand at 83·6 per cent of the total.

During April 1979 3·4 million passengers travelled on international services (19·0 per cent growth as compared with April 1978). Scheduled services carried 16·2 per cent more passengers and charter services carried 26·5 per cent more passengers. The most heavily used scheduled services were those to the USA, carrying 16·5 per cent of all scheduled passengers, followed by those to France, carrying 11·6 per cent and those to Germany, carrying 9·0 per cent. The most heavily used charter services were those to Spain, carrying 33·6 per cent of all charter passengers, followed by those to Italy, carrying 15·1 per cent, and those to Germany, carrying 6·8 per cent. With the exception of Edinburgh services, the number of passengers travelling on the main domestic routes increased during April 1979. The number of passengers using Belfast services increased by 33·5 per cent, Penzance services by 32·3 per cent, Channel Islands services by 27·8 per cent, Glasgow services by 19·6 per cent, Isle of Man services by 19·0 per cent and London services by 18·1 per cent. The number of passengers using Edinburgh services declined by 14·7 per cent.

In April 1979 64 000 tonnes of cargo were handled by UK airports (0·9 per cent increase as compared with the same month in the previous year); 34 000 tonnes of this travelled on all-freight flights. The London area airports handled 53 000 tonnes of cargo (an increase of 0·9 per cent). Heathrow reported the greatest increase in tonnage handled (1 793 additional tonnes; 4·6 per cent increase) followed by Luton with 192 additional tonnes (34·3 per cent increase) and Southend with 36 additional tonnes (6·3 per cent increase). Gatwick and Stansted both reported falls in the amount of tonnage handled (925 fewer tonnes; 8·7 per cent decline and 663 fewer tonnes; 26·2 per cent decline respectively). Outside the London area 11 000 tonnes of cargo was

handled at UK airports (an increase of 1.1 per cent as compared with April 1978). Liverpool reported the greatest increase in tonnage handled (896 additional tonnes; more than one-fold growth) followed by East Midlands and Bournemouth (229 additional tonnes; 48.6 per cent increase and 189 additional tonnes; 21.6 per cent increase respectively). Manchester reported the heaviest fall in tonnage handled (808 fewer tonnes; 41.5 per cent decrease) followed by Belfast and Glasgow (693 fewer tonnes; 43.0 per cent decrease and 156 fewer tonnes; 16.6 per cent decrease respectively). The amount of scheduled tonnage handled by UK airports increased by 6.6 per cent whilst the amount of charter tonnage fell by 17.4 per cent. The UK operators' share of scheduled tonnage declined by 1.7 percentage points to stand at 42.5 per cent of the total and their share of charter tonnage fell marginally to stand at 90.1 per cent of the total.

Output of UK Airlines

The output of UK airlines for all services in April 1979 was 1 033 million available tonne-kilometres, an increase of 9.0 per cent on April 1978.

The scheduled service output of 721 million available tonne-kilometres was 13.2 per cent higher than a year earlier. The overall load factor was 61.2 per cent, compared with 57.7 the previous year. Seat kilometres used were 64.1 per cent of those available. Seat factors on domestic and international scheduled services were 62.4 and 64.2 per cent respectively compared with 60.0 and 58.6 per cent a year earlier. The non-scheduled output of 312 million available tonne-kilometres was 0.7 per cent higher than in April 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 14.6 and 114.7 million available tonne-kilometres respectively compared with 31.4 and 88.9 million a year earlier.

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

Size and Structure of UK Airports and Airlines

Year ended April 1979

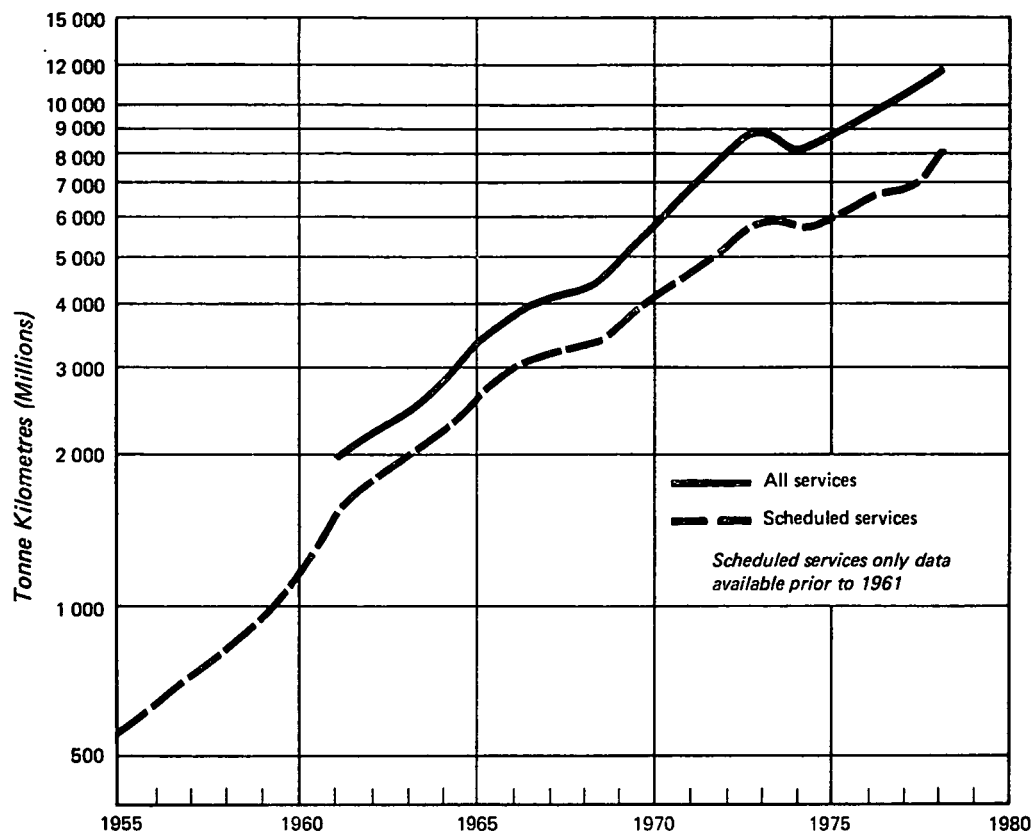
Table 1

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	26 825	50.23	100	100.00
Gatwick	8 162	15.28	98	49.77
Manchester	3 445	6.45	95	34.49
Glasgow	2 241	4.20	93	28.04
Luton	2 141	4.01	91	23.84
Birmingham	1 362	2.55	88	19.84
Aberdeen	1 219	2.28	86	17.29
Belfast	1 217	2.28	83	15.00
Edinburgh	1 164	2.18	81	12.72
Newcastle	773	1.45	79	10.55
East Midlands	570	1.07	76	9.10
Prestwick	366	0.69	74	8.03
Liverpool	366	0.68	71	7.35
Isle of Man	350	0.66	69	6.66
Leeds/Bradford	334	0.63	67	6.01
Stansted	334	0.62	64	5.38
Southampton	295	0.55	62	4.75
Teesside	295	0.55	60	4.20
Cardiff	249	0.47	57	3.65
Bristol	234	0.44	55	3.18
Southend	219	0.41	52	2.75
Other (21) Airports	1 248	2.34	50	2.34

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	7 319	60.26	100	100.00
British Caledonian	980	8.07	97	39.74
Laker Airways	704	5.80	94	31.67
Dan Air Services	559	4.60	92	25.87
I.A.S. Cargo Airlines	483	3.98	89	21.27
Britannia Airways	457	3.76	86	17.29
Transmeridian Air Cargo	318	2.62	83	13.53
Tradewinds Airways	280	2.31	81	10.91
British Midland Airways	270	2.22	78	8.60
British Airtours	251	2.07	75	6.38
Monarch Airlines	196	1.61	72	4.31
Pelican Air Transport	104	0.86	69	2.70
Air Anglia	41	0.34	67	1.84
British Island Airways	35	0.29	64	1.51
Scimitar Airlines	30	0.25	61	1.22
Redcoat Air Cargo	22	0.18	58	0.97
Air Bridge Carriers	18	0.15	56	0.79
British Air Ferries	13	0.11	53	0.64
Invicta International	12	0.10	50	0.54
British Airways Helicopters	12	0.10	47	0.44
Bristow Helicopters	11	0.09	44	0.34
Others (15 Airlines)	30	0.25	42	0.25

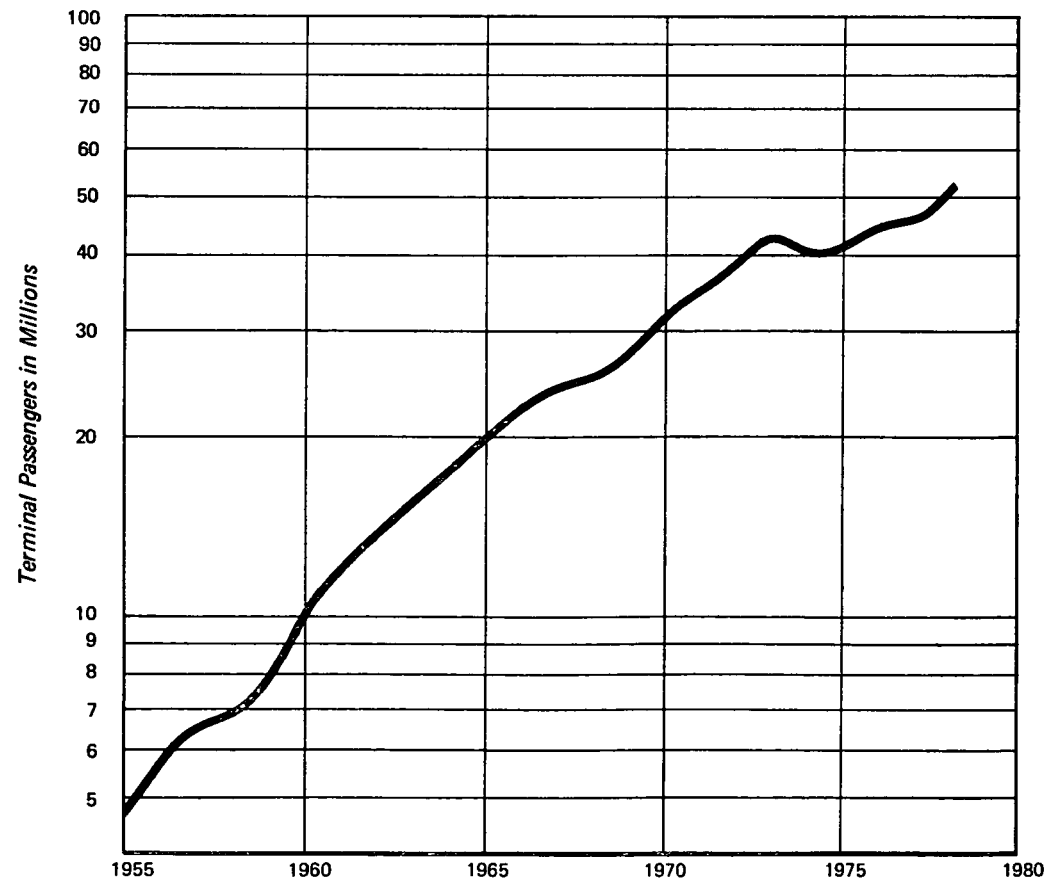
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 283	5 745	2 538
1975	1 911	701	41 846	8 927	5 984	2 943
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	1 981	827	52 160	11 970	8 095	3 875
Year ended						
April 1978	1 374	785	47 162	11 051	7 240	3 811
April 1979	1 997	847	53 407	12 169	8 286	3 883
Latest year's growth (percentages)						
	45.3	7.9	13.2	10.1	14.5	1.9
Mean rates of growth (percentages) to 1978						
20 years	6.3	3.9	9.6	..	10.8	..
10 years	3.7	3.4	5.9	8.8	7.9	11.3
5 years	1.4	3.9	6.4	9.4	8.5	11.3

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	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	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
March	65.8	3 782.2	36.8	1 931.4	15.9	733.2	11.4	984.1	1.8	133.4
April	64.5	3 878.9	37.8	1 982.0	13.5	692.2	11.5	1 072.0	1.7	132.7
1978 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
April	72.8	4 588.7	43.3	2 316.3	14.9	871.0	12.8	1 230.7	1.9	170.8

With effect from April 1978 Sumburgh not included

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
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	41.5	13.5	9.7
March	160.4	73.0	65.8	7.2	87.4	64.8	13.5	9.1
April	172.0	70.7	64.4	6.2	101.2	72.0	17.3	11.8
1978 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
April	184.6	79.2	72.8	6.4	105.3	85.0	10.8	9.5

With effect from April 1978 Sumburgh not included

Air Transport Movements by Airports

Table 5

		Heathrow Gatwick Stansted Luton		East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Coventry Blackpool (000)		Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)		Belfast Isle of Man (000)	Channel Islands (000)
		Southend Westland Heliport (000)	S'hampton Lydd Manston (000)						Cardiff Swansea (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	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7	
	February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6	
	March	31.3	1.2	1.9	3.5	10.3	5.9	6.8	0.6	2.0	2.4	7.1	
	April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3	
1978	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	
	April	37.1	1.4	2.1	3.9	11.2	2.8	7.8	0.8	2.9	2.8	8.6	

With effect from April 1978 Sumburgh not included

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
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	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1978 1st quarter	6 880.3	56.5	117.5	256.5	914.2	232.1	804.3	41.8	84.5	280.9	257.8
2nd quarter	9 465.6	92.6	197.2	389.7	1 248.4	91.0	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	104.3	1 806.1	86.9	260.3	547.3	780.1
4th quarter	8 332.0	81.3	171.0	307.1	1 135.6	95.7	1 145.5	48.8	122.5	319.7	389.3
1979 1st quarter	7 181.7	55.8	128.1	255.2	998.3	81.5	933.4	52.4	79.2	289.5	226.4
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	1 956.0	15.5	35.2	74.5	280.6	72.8	245.5	8.3	18.1	78.8	66.9
March	2 670.7	27.1	51.3	103.0	346.4	91.5	315.3	20.6	46.4	109.9	125.0
April	2 791.7	27.8	52.7	102.2	351.3	28.7	352.2	14.8	53.1	104.3	149.0
1978 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
April	3 310.1	38.7	66.3	119.1	403.1	33.1	393.7	19.1	64.6	141.1	174.8

With effect from April 1978 Sumburgh not included

Cargo Taken Up and Set Down by Airports

Table 7
Tonnes

	Heathrow Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester 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
April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
1978 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
April	53.4	0.5	0.8	0.2	3.5	0.1	3.5	—	1.2	1.1	1.8

With effect from April 1978 Sumburgh not included

Scheduled Services by UK Airlines

Table 8.1

All Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969		3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970		4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971		4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972		5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973		5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974		5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975		5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976		6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977		6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978		8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.6	63.0
1977	1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
	2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
	3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
	4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
1978	1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
	2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
	3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
	4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979	1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
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
	April	637.3	367.7	13.9	82.9	270.9	57.7	5 002.3	2 935.0	58.7
	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	2 939.8	61.4
	February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
	March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
	April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1

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
April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	59.9
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
April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4

Scheduled Services by UK Airlines

Table 8.3

International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969		3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978		7 714.8	4 651.2	170.2	977.1	3 503.8	60.3	60 234.8	37 997.0	63.1
1977	1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	60.1
	2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
	3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
	4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
	3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
	4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 922.9	8 328.1	59.8
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
	April	607.3	350.8	13.7	82.0	255.1	57.8	4 690.7	2 748.3	58.6
	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
	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.6	3 507.8	64.2

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	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.8	29.6	244.1	9.3	51.2	2.0	482.6	18.3
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	30.4	79.7	8.4	41.1	4.3	167.4	17.6
April	310.2	32.7	88.9	9.4	45.3	4.8	176.1	18.6
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
April	311.7	30.2	114.7	11.1	28.7	2.8	168.3	16.3

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	13 729	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
April	1 023.5	871.5	85.2	538.1	4 989	7 741	1 552	1 620
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
April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 567	1 641

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
April	460.8	348.7	75.7	102.6	951	2 240	2 355	3 399
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
April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550

UK Passenger Movement by Air^(a) for April 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	17 966	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	167	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
April	1 960	74	49	271	242	69	170	132	173	36	45	37	26	356	48	117
1979 1st quarter	4 752	187	119	636	624	110	475	337	391	119	106	81	73	806	87	311
April	2 317	74	51	299	303	102	234	133	180	53	47	48	33	424	43	137

Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 161	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	2 380	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
April	23	93	722	33	80	22	7	16	37	34	14	27	9	352	29	63
1979 1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
April	24	131	859	49	86	28	6	17	43	44	17	28	10	416	30	85

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 April 1979

Table 11

	Total	Commercial Movements					Non-Commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	12 110	9 700	1	727	1	241	19	—	1 388	—	33
+ Heathrow	25 041	23 320	—	7	—	41	301	—	1 308	15	49
+ Luton	5 626	2 121	—	508	3	328	50	1 124	1 476	1	15
+ Southend	6 919	1 210	42	—	—	227	—	3 549	1 881	10	—
+ Stansted	3 821	509	—	57	—	1 899	42	38	1 226	48	2
Total (London Area)	53 517	36 860	43	1 299	4	2 736	412	4 711	7 279	74	99
Westland Heliport (Battersea)	779	218	—	218	7	—	—	—	194	—	142
Other UK Airports											
+ Aberdeen	7 868	4 687	1	643	1	969	23	1 501	27	—	16
+ Belfast	6 296	1 965	78	76	28	—	—	1 595	385	—	2 169
Benbecula	291	202	—	—	9	—	14	—	22	—	44
+ Birmingham	6 420	2 532	—	87	17	150	60	2 562	1 000	—	12
+ Blackpool	8 239	539	92	103	18	556	—	5 947	979	—	5
+ Bournemouth	5 564	787	52	67	—	271	—	2 471	1 298	2	616
+ Bristol	3 358	527	—	47	—	68	—	1 980	733	—	3
+ Cambridge	5 630	94	—	35	5	793	2	2 294	439	17	1 951
+ Cardiff	3 125	686	—	67	—	247	—	1 825	287	3	10
+ Coventry	5 536	45	—	21	—	264	—	4 499	679	—	28
+ East Midlands	4 732	1 003	—	176	43	599	51	1 619	1 214	5	22
+ Edinburgh	5 839	1 998	—	72	—	130	65	1 622	625	2	1 325
+ Exeter	3 912	524	—	19	149	60	17	2 228	691	—	224
+ Glasgow	7 622	3 927	—	116	—	166	134	1 756	824	2	697
Gloucester/Cheltenham	3 433	71	6	—	224	490	—	1 935	673	—	34
Hawarden	1 722	66	—	—	—	48	—	1 408	182	—	18
Humberside	2 730	507	—	130	487	130	2	1 398	76	—	—
Inverness	1 804	552	—	11	225	364	—	581	63	—	8
Islay	280	181	—	2	36	16	—	—	41	2	2
+ Isle of Man	2 333	788	—	51	202	501	—	618	123	—	50
Isles of Scilly	591	520	—	—	10	—	51	—	—	—	10
+ Kirkwall	1 239	1 000	—	103	32	—	7	48	47	—	2
+ Leeds/Bradford	4 428	995	—	58	47	98	38	2 253	921	10	8
+ Liverpool	6 519	1 343	—	135	79	175	71	2 878	1 783	—	55
+ Lydd	6 208	326	—	—	2	98	—	4 538	1 212	—	32
+ Manchester	5 415	3 311	—	215	10	72	175	917	686	2	27
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 029	1 336	33	39	9	214	—	754	622	—	22
+ Norwich	2 759	995	168	45	120	748	38	—	639	—	6
Penzance Heliport	478	454	—	—	6	6	—	—	12	—	—
+ Prestwick	2 488	608	—	34	—	162	17	1 093	228	—	346
+ Southampton	3 998	1 094	—	43	28	198	22	1 781	806	—	26
Sornoway	606	448	—	64	8	4	8	52	4	—	18
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	1 501	141	—	9	10	12	—	1 034	291	—	4
+ Tees-side	3 655	1 070	—	84	25	435	9	1 401	463	4	164
Tiree	72	59	—	1	—	6	—	6	—	—	—
Wick	568	384	—	13	—	—	4	154	5	—	8
Total (Incl. London Area)	184 584	72 843	473	4 083	1 841	10 786	1 220	59 459	25 553	123	8 203
Channel Islands Airports											
Alderney	929	929	—	—	—	—	—	—	—	—	—
Guernsey	3 021	3 021	—	—	—	—	—	—	—	—	—
Jersey	5 917	4 628	—	—	—	—	—	—	1 273	—	16
Total (Channel Islands Airports)	9 867	8 578	—	—	—	—	—	—	1 273	—	16

xx Not Supplied.

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

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	9700	486	4 160	466	448	3 335	805
+ Heathrow	23 320	11 061	1 511	10 726	1	9	12
+ Luton	2 121	—	8	3	—	1 913	197
+ Southend	1 210	—	720	—	—	474	16
+ Stansted	509	—	142	1	—	93	273
TOTAL (London Area)	36 860	11 547	6 541	11 196	449	5 824	1 303
Westland Heliport (Battersea)	218	—	—	—	—	218	—
Other UK Airports							
+ Aberdeen	4 687	968	508	—	617	2 510	84
+ Belfast	1 965	1 217	580	35	—	111	22
Benbecula	202	46	156	—	—	—	—
+ Birmingham	2 532	1 101	803	172	—	412	44
+ Blackpool	539	—	403	—	—	129	7
+ Bournemouth	787	—	732	—	—	49	6
Bristol	527	197	168	44	—	66	52
+ Cambridge	94	—	46	—	—	30	18
+ Cardiff	686	173	410	—	—	61	42
+ Coventry	45	—	—	—	—	45	—
+ East Midlands	1 003	—	608	5	—	335	55
+ Edinburgh	1 998	766	953	60	—	209	10
+ Exeter	524	—	396	—	—	119	9
+ Glasgow	3 927	1 565	1 145	308	11	853	45
Gloucester/Cheltenham	71	—	32	—	—	39	—
Hawarden	66	—	66	—	—	—	—
Humberside	507	—	406	—	—	94	7
Inverness	552	295	174	—	—	83	—
Islay	181	—	151	—	—	30	—
+ Isle of Man	788	176	612	—	—	—	—
Isles of Scilly	520	406	114	—	—	—	—
+ Kirkwall	1 000	229	561	—	29	180	1
+ Leeds/Bradford	995	358	471	—	—	165	1
+ Liverpool	1 343	134	664	295	—	243	7
+ Lydd	326	—	326	—	—	—	—
+ Manchester	3 311	1 484	395	514	12	831	75
Manston	..	..	..	..	..	..	..
+ Newcastle	1 336	323	733	—	2	236	42
Norwich	995	—	893	—	—	87	15
Penzance Heliport	454	406	—	—	48	—	—
+ Prestwick	608	351	14	155	2	62	24
+ Southampton	1 094	126	897	—	—	63	8
Stornoway	448	96	136	2	—	212	2
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	141	—	130	—	—	11	—
+ Tees-side	1 070	—	657	—	—	408	5
Tiree	59	—	54	—	—	5	—
Wick	384	94	261	—	—	28	1
TOTAL (Incl. London Area)	72 843	22 058	21 196	12 786	1 170	1 378	1 885
Channel Islands Airports							
Alderney	929	—	900	—	—	29	—
Guernsey	3 021	230	2 543	130	—	106	12
Jersey	4 628	786	3 334	18	5	356	129
TOTAL (Channel Islands Airports)	8 578	1 016	6 777	148	5	491	141
xx Not supplied							

8 Air Transport Movements April 1979

Table 13

Comparison with a Year Earlier

	International				Domestic								1979 Total		1978 Total		Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft
London Area Airports																		
+ Gatwick	2 757	63	4 248	261	2 119	173	48	31	9 172	528	6 652	632	37.9	-16.5				
+ Heathrow	16 900	1 137	1	21	5 211	50	—	—	22 112	1 208	20 267	1 277	9.1	-5.4				
+ Luton	3	—	1 960	72	8	—	77	1	2 048	73	1 454	57	40.9	28.1				
+ Southend	667	—	241	—	53	—	249	—	1 210	—	1 226	—	-1.3	—				
+ Stansted	22	—	280	80	121	—	2	4	425	84	253	110	68.0	-23.6				
TOTAL (London Area)	20 349	1 200	6 730	434	7 612	223	376	36	34 967	1 893	29 852	2 076	17.1	-8.8				
Westland Heliport (Battersea)	—	—	—	—	—	—	218	—	218	—	206	—	5.8	—				
Other UK Airports																		
+ Aberdeen	254	—	1 606	26	1 219	3	1 537	42	4 616	71	4 450	47	3.7	51.1				
+ Belfast	36	—	32	—	1 682	114	24	77	1 774	191	1 631	272	15.9	-29.8				
+ Benbecula	—	—	—	—	202	—	—	—	202	—	192	2	5.2	—				
+ Birmingham	708	—	399	—	1 368	—	66	1	2 531	1	2 114	3	19.7	-66.7				
+ Blackpool	98	7	9	—	262	36	38	89	407	132	335	137	21.5	-3.6				
+ Bournemouth	3	—	26	2	430	299	21	6	480	307	478	229	0.4	34.1				
+ Bristol	205	—	95	1	204	—	22	—	526	1	496	9	6.0	-88.9				
+ Cambridge	—	—	31	—	46	—	17	—	94	—	84	—	11.9	—				
+ Cardiff	271	1	97	1	311	—	5	—	684	2	541	1	26.4	100.0				
+ Coventry	—	—	31	3	—	—	9	2	40	5	63	—	-36.5	—				
+ East Midlands	253	26	247	37	334	—	52	54	886	117	905	76	-2.1	53.9				
+ Edinburgh	390	—	57	—	1 349	40	90	72	1 886	112	1 567	40	20.4	180.0				
+ Exeter	93	—	67	5	303	—	56	—	519	5	202	3	156.9	66.7				
+ Glasgow	498	63	207	—	2 452	7	699	1	3 856	71	3 223	122	19.6	-41.8				
+ Gloucester/Cheltenham	—	—	—	—	32	—	39	—	71	—	112	—	-36.6	—				
+ Hawarden	—	—	—	—	66	—	—	—	66	—	82	—	-19.5	—				
+ Humberside	43	—	36	2	363	—	63	—	505	2	390	—	29.5	—				
+ Inverness	—	—	48	—	469	—	35	—	552	—	772	—	-28.5	—				
+ Islay	—	—	—	—	151	—	30	—	181	—	110	—	64.5	—				
+ Isle of Man	35	—	—	—	721	32	—	—	756	32	664	36	13.9	-11.1				
+ Isles of Scilly	—	—	—	—	520	—	—	—	520	—	442	—	17.6	—				
+ Kirkwall	—	—	7	—	784	6	203	—	994	6	849	13	17.1	-53.8				
+ Leeds/Bradford	195	—	71	2	634	—	74	19	974	21	801	44	21.6	-52.3				
+ Liverpool	290	166	124	7	636	3	64	53	1 114	229	686	111	62.4	106.3				
+ Lydd	180	146	—	—	—	—	—	—	180	146	172	173	4.7	-15.6				
+ Manchester	1 131	53	833	9	1 206	3	76	—	3 246	65	3 570	242	-9.1	-73.1				
+ Manston	—	—	—	—	—	—	—	—	—	—	95	—	—	—				
+ Newcastle	318	—	151	2	738	—	94	33	1 301	35	1 223	—	6.4	—				
+ Norwich	247	—	48	—	645	1	54	—	994	1	885	1	12.3	—				
+ Penzance Heliport	—	—	48	—	406	—	—	—	454	—	388	—	17.0	—				
+ Prestwick	164	119	68	2	153	84	17	1	402	206	452	208	-11.1	-1.0				
+ Southampton	182	—	27	9	836	5	35	—	1 080	14	860	5	25.6	180.0				
+ Stornoway	2	—	3	—	231	1	210	1	446	2	252	3	77.0	-33.3				
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	—	—	—	—				
+ Swansea	—	—	—	—	130	—	11	—	141	—	—	—	—	—				
+ Tees-side	89	—	115	2	568	—	293	3	1 065	5	1 189	—	-10.4	—				
+ Tiree	—	—	—	—	54	—	5	—	59	—	47	4	25.5	—				
+ Wick	—	—	1	—	353	2	28	—	382	2	366	—	4.4	—				
TOTAL (Incl. London Area)	26 034	1 781	11 214	544	27 370	859	4 551	490	69 169	3 674	60 646	3 817	14.1	-3.7				
Channel Islands Airports																		
Alderney	—	—	—	—	—	—	—	—	929	—	727	—	27.8	—				
Guernsey	—	—	—	—	—	—	—	—	3 021	—	2 918	—	3.5	—				
Jersey	—	—	—	—	—	—	—	—	4 628	—	4 671	—	-0.9	—				
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	8 578	—	8 316	—	3.2	—				

xx Not supplied.

Air Transport Landings Diverted from/to UK Reporting Airports April 1979

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																														Table
		Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	1					1Lu																										
Heathrow	4		1Ga				1Pr																		2Ga							
Luton	4				2BI		1St																						1St			
Aberdeen	19									1Ed	4In 4GI	3GI 6Ed	1Ed																			
Belfast	1																										1Em					
Benbecula	2													1GI															1GI			
Birmingham	6				5Em	1Em																										
Blackpool	2											1WI							1Ma													
Bournemouth	2																						1Sh	1Ga								
East Midlands	1																															
Edinburgh	20				4GI		1BI	4GI	3GI																							
Glasgow	1										9GI 1Pr																					
Inverness	1											1GI																				
Isle of Man	3											1BI							2Ma													
Kirkwall	1											1GI																				
Leeds	10				1BI					1Ma 3Te	2Ma	2Ma 1Te																				
Liverpool	2			1Em 1BI								.																				
Manchester	19		1BI	1BI 3Lb 1BI	2BI 4Lb 2BI	2BI	2BI																									
Newcastle	3											1Ma 1Te 1Ed																		1He		
Prestwick	1																															
Sumburgh	7																															1Lu
Tees-side	4											1Ma 1Hu			4KI				3KI					1Em						1Em		
Other Internal	9											1GI										1Bo 2Ex	1Sh 2Ex 1He							2Sh		
Overseas	13					1Ga						1He		2Pr			1He	1Pr			1Em 1Lu					1He 1Pr						1Ed 1Gm
All Aerodromes	136	—	2	16	12	5	8	3	—	5	26	17	3	1	4	—	1	1	6	2	—	3	6	1	2	2	1	2	2	3	2	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator April 1979

Table 15

	Total			Scheduled Services						Charter Flights					
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
	Terminal and Transit	Terminal	Transit	British Airways		Others				British Airways		Others			
	Passengers	Passengers	Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	737 282	729 792	7 490	27 569	226	203 335	1,230	37 500	107	69 730	—	311 210	1 153	80 448	4 774
+ Heathrow	2 344 850	2 315 015	29 835	1 141 405	81	43 935	—	1 129 655	29 754	—	—	—	—	20	—
+ Luton	215 373	214 994	379	—	—	188	—	—	—	—	—	195 521	379	19 285	—
+ Southend	18 258	18 258	—	—	—	18 069	—	—	—	—	—	150	—	39	—
+ Stansted	32 019	31 451	568	—	—	474	318	107	—	—	—	1 138	250	29 732	—
TOTAL (London Area)	3 347 782	3 309 510	38 272	1 168 974	307	266 001	1 548	1 167 262	29 861	69 730	—	508 019	1 782	129 524	4 774
Westland Heliport (Battersea)	586	586	—	—	—	—	—	—	—	—	—	586	—	—	—
Other UK Airports															
+ Aberdeen	104 156	102 934	1 222	43 242	185	14 569	100	—	—	6 840	—	36 196	663	2 087	274
+ Belfast	115 290	115 288	2	88 472	—	22 311	2	693	—	—	—	1 777	—	2 035	—
+ Benbecula	2 140	2 081	59	1 362	—	719	59	—	—	—	—	—	—	—	—
+ Birmingham	113 565	110 772	2 793	46 858	1 065	12 338	1 186	8 668	503	—	—	39 474	39	3 434	—
+ Blackpool	8 226	8 193	33	—	—	7 666	33	—	—	—	—	132	—	395	—
+ Bournemouth	16 337	16 126	211	—	—	13 699	207	—	—	—	—	2 427	—	—	4
+ Bristol	21 456	19 123	2 333	3 700	2 325	3 544	8	2 282	—	—	—	4 724	—	4 873	—
+ Cambridge	3 150	3 150	—	—	—	2 178	—	—	—	—	—	166	—	806	—
+ Cardiff	21 940	18 889	3 051	5 712	440	3 409	2 427	—	—	—	—	6 092	87	3 676	97
+ Coventry	203	203	—	—	—	—	—	—	—	—	—	203	—	—	—
+ East Midlands	49 460	48 995	465	—	—	22 087	465	60	—	—	—	23 014	—	3 834	—
+ Edinburgh	95 905	93 412	2 493	57 820	131	25 657	2 299	2 685	—	—	—	6 238	63	1 012	—
+ Exeter	8 143	7 775	368	—	—	6 126	364	—	—	—	—	1 101	4	548	—
+ Glasgow	189 188	186 954	2 234	103 313	214	31 527	—	12 101	1 323	370	—	35 112	697	4 531	—
+ Gloucester/Cheltenham	831	831	—	—	—	679	—	—	—	—	—	152	—	—	—
+ Hawarden	238	238	—	—	—	238	—	—	—	—	—	—	—	—	—
+ Humberside	4 434	4 432	2	—	—	4 047	—	—	—	—	—	348	2	37	—
+ Inverness	12 378	11 393	985	9 850	906	1 140	8	—	—	—	—	403	71	—	—
+ Islay	1 123	1 123	—	—	—	1 074	—	—	—	—	—	49	—	—	—
+ Isle of Man	26 815	25 791	1 024	8 370	—	17 421	1 024	—	—	—	—	—	—	—	—
+ Isles of Scilly	10 485	10 485	—	9 892	—	593	—	—	—	—	—	—	—	—	—
+ Kirkwall	10 558	8 885	1 673	4 021	1 425	2 621	—	—	—	337	98	1 899	150	7	—
+ Leeds/Bradford	36 745	34 659	2 086	17 014	—	9 364	2 080	—	—	—	—	8 280	6	1	—
+ Liverpool	54 131	53 977	154	6 087	36	26 666	31	6 848	25	—	—	14 121	62	255	—
+ Lydd	8 759	8 751	8	—	—	8 751	8	—	—	—	—	—	—	—	—
+ Manchester	226 875	220 305	6 570	96 016	423	8 742	1 782	27 038	772	1 411	—	79 163	3 391	7 935	202
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	63 834	58 940	4 894	23 716	49	19 483	4 790	—	—	—	3	12 011	35	3 730	17
+ Norwich	15 164	14 125	1 039	—	—	13 654	1 039	—	—	—	—	367	—	104	—
+ Penzance Heliport	10 269	10 269	—	9 892	—	—	—	—	—	377	—	—	—	—	—
+ Prestwick	37 557	19 772	17 785	9 980	7 620	99	—	3 051	5 568	379	—	4 460	3 488	1 803	1 109
+ Southampton	29 907	29 904	3	6 366	—	23 269	—	—	—	—	—	243	3	26	—
+ Stornoway	6 533	6 434	99	4 221	—	757	—	—	93	—	—	1 452	6	4	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	382	247	135	—	—	143	128	—	—	—	—	104	7	—	—
+ Tees-side	22 387	21 045	1 342	—	—	17 270	1 328	—	—	—	—	3 659	14	116	—
+ Tiree	352	330	22	—	—	326	20	—	—	—	—	4	2	—	—
+ Wick	3 806	2 820	986	1 289	981	1 414	—	—	—	—	—	113	5	4	—
TOTAL (Incl. London Area)	4 681 090	4 588 747	92 343	1 726 167	16 107	589 582	20 936	1 230 688	38 145	79 444	101	792 089	10 577	170 777	6 477
Channel Islands Airports															
Alderney	6 628	6 617	11	—	—	6 588	9	—	—	—	—	29	2	—	—
Guernsey	51 015	47 690	3 325	10 872	71	34 611	3 134	1 507	2	—	—	524	118	176	—
Jersey	122 320	120 494	1 826	42 409	92	70 475	1 710	1 207	—	315	—	2 202	19	3 886	5
TOTAL (Channel Is. Airports)	179 963	174 801	5 162	53 281	163	111 674	4 853	2 714	2	315	—	2 755	139	4 062	5

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

xx Not supplied.

Terminal Air Passengers for April 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+ Gatwick	729 792	537 966	35.7
+ Heathrow	2 315 015	2 064 222	12.1
+ Luton	214 994	143 052	50.3
+ Southend	18 258	19 122	-4.5
+ Stansted	31 451	26 595	18.3
TOTAL (London Area)	3 309 510	2 790 957	18.6
Westland Heliport (Battersea)	586	721	-18.7
Other UK Airports			
+ Aberdeen	102 934	92 850	10.9
+ Belfast	115 288	84 128	37.0
Benbecula	2 081	1 802	15.5
+ Birmingham	110 772	91 156	21.5
+ Blackpool	8 193	7 086	15.6
+ Bournemouth	16 126	14 634	10.2
+ Bristol	19 123	16 056	19.1
+ Cambridge	3 150	2 630	19.8
+ Cardiff	18 889	14 792	27.7
+ Coventry	203	290	-30.0
+ East Midlands	48 995	36 861	32.9
+ Edinburgh	93 412	85 868	8.8
+ Exeter	7 775	5 360	45.1
+ Glasgow	186 954	155 387	20.3
Gloucester/Cheltenham	831	1 243	-33.1
Hawarden	238	425	-44.0
Humberside	4 432	3 137	41.3
Inverness	11 393	12 583	-9.5
Islay	1 123	858	30.9
+ Isle of Man	25 791	20 217	27.6
Isles of Scilly	10 485	8 036	30.5
+ Kirkwall	8 885	6 801	30.6
+ Leeds/Bradford	34 659	24 093	43.9
+ Liverpool	53 977	20 446	164.0
+ Lydd	8 751	6 800	28.7
+ Manchester	220 305	232 835	-5.4
+ Manston	..	314	—
+ Newcastle	58 940	52 339	12.6
+ Norwich	14 125	13 239	6.7
Penzance Heliport	10 269	7 760	32.3
+ Prestwick	19 772	17 215	14.9
+ Southampton	29 904	20 675	44.6
Stornoway	6 434	4 031	59.6
+ Sumburgh	xx	xx	—
Swansea	247	..	—
+ Tees-side	21 045	22 640	-7.0
Tiree	330	205	61.0
Wick	2 820	2 435	15.8
TOTAL (Incl. London Area)	4 588 747	3 878 905	18.3
Channel Islands Airports			
Alderney	6 617	4 459	48.4
Guernsey	47 690	39 635	20.3
Jersey	120 494	104 843	14.9
TOTAL (Channel Islands Airports)	174 801	148 937	17.4

xx Not supplied.

International and Domestic Passenger Traffic for April 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	729 792	651 003	475 847	37	78 789	62 119	27
+ Heathrow	2 315 015	1 969 336	1 766 673	11	345 679	297 549	16
+ Luton	214 994	213 772	142 563	50	1 222	489	150
+ Southend	18 258	15 721	17 168	-8	2 537	1 954	30
+ Stansted	31 451	30 977	26 595	16	474	—	—
TOTAL (London Area)	3 309 510	2 880 809	2 428 846	19	428 701	362 111	18
Westland Heliport (Battersea)	586	—	—	—	586	721	-16
Other UK Airports							
+ Aberdeen	102 934	24 172	27 437	-12	78 762	65 413	20
+ Belfast	115 288	3 816	1 949	96	111 472	82 179	36
Benbecula	2 081	—	—	—	2 081	1 802	15
+ Birmingham	110 772	75 228	59 405	27	35 544	31 751	12
+ Blackpool	8 193	885	826	7	7 308	6 260	17
+ Bournemouth	16 126	2 389	1 560	53	13 737	13 074	5
+ Bristol	19 123	15 353	13 231	16	3 770	2 825	33
+ Cambridge	3 150	915	421	117	2 235	2 209	1
+ Cardiff	18 889	13 685	10 244	34	5 204	4 548	14
+ Coventry	203	173	226	-23	30	64	-53
+ East Midlands	48 995	34 986	24 117	45	14 009	12 744	10
+ Edinburgh	93 412	15 884	10 706	48	77 528	75 162	3
+ Exeter	7 775	2 370	1 729	37	5 405	3 631	49
+ Glasgow	186 954	41 123	32 591	26	145 831	122 796	19
Gloucester/Cheltenham	831	—	—	—	831	1 243	-33
Hawarden	238	—	—	—	238	425	-44
Humberside	4 432	725	910	-20	3 707	2 227	66
Inverness	11 393	321	513	-37	11 072	12 070	-8
Islay	1 123	—	—	—	1 123	858	31
+ Isle of Man	25 791	962	615	56	24 829	19 602	27
Isles of Scilly	10 485	—	—	—	10 485	8 036	30
+ Kirkwall	8 885	29	54	-46	8 856	6 747	31
+ Leeds/Bradford	34 659	14 136	8 607	64	20 523	15 486	33
+ Liverpool	53 977	25 410	4 091	521	28 567	16 355	75
+ Lydd	8 751	8 751	6 800	29	—	—	—
+ Manchester	220 305	152 211	154 116	-1	68 094	78 719	-13
+ Manston	..	..	314	—	..	—	—
+ Newcastle	58 940	26 445	22 416	18	32 495	29 923	9
+ Norwich	14 125	6 161	6 060	2	7 964	7 179	11
Penzance	10 269	377	—	—	9 892	7 760	27
+ Prestwick	19 772	19 105	16 066	19	667	1 149	-42
+ Southampton	29 904	4 424	1 658	167	25 480	19 017	34
Stornoway	6 434	4	—	—	6 430	4 031	60
+ Sumburgh	xx	xx	..	—	xx	..	—
Swansea	247	—	..	—	247	..	—
+ Tees-side	21 045	3 807	3 371	13	17 238	19 269	-11
Tiree	330	—	—	—	330	205	61
Wick	2 820	4	—	—	2 816	2 435	16
TOTAL (Incl. London Area)	4 588 747	3 374 660	2 838 879	19	1 214 087	1 040 026	17

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 April 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	22 686	14 619	8 067	17 525	13 233	4 292	29
London – Vienna	17 351	12 631	4 720	14 284	11 873	2 411	21
Other Routes	5 335	1 988	3 347	3 241	1 360	1 881	65
Belgium	74 075	72 195	1 880	74 484	72 969	1 515	–1
London – Brussels	52 046	52 046	—	50 971	50 970	1	2
Other S.E. England – Belgium	13 296	12 959	337	14 943	14 242	701	–11
Other Routes	8 733	7 190	1 543	8 570	7 757	813	2
Denmark	51 175	40 181	10 994	48 778	34 765	14 013	5
London – Copenhagen	34 999	30 022	4 977	35 928	27 499	8 429	–3
Other Routes	16 176	10 159	6 017	12 850	7 266	5 584	26
Finland	10 772	9 450	1 322	10 124	9 616	508	6
France	298 584	276 829	21 755	271 038	255 096	15 942	10
London – Nice	17 529	17 527	2	15 485	15 261	224	13
– Paris	186 546	179 823	6 723	181 560	175 809	5 751	3
– N. France (a)	9 864	9 431	433	11 030	9 515	1 515	–11
– Other France	35 256	29 714	5 542	24 956	22 641	2 315	41
Manchester – Paris	8 013	8 013	—	8 939	8 928	11	–10
Other UK – Paris	18 975	18 297	678	12 702	11 463	1 239	49
Luton – Other France	3 431	—	3 431	1 308	—	1 308	162
Other S.E. England – France	10 742	10 741	1	9 595	9 473	122	12
Other Routes	8 228	3 283	4 945	5 463	2 006	3 457	51
Germany (Fed. Republic)	281 544	216 490	65 054	228 993	176 556	52 437	23
London – Dusseldorf	41 659	35 305	6 354	33 098	28 979	4 119	26
– Frankfurt	68 043	61 332	6 711	58 745	50 720	8 025	16
– Hamburg	34 104	28 529	5 575	25 849	22 487	3 362	32
– Munich	34 962	20 658	14 304	26 714	17 485	9 229	31
– Other Germany	70 705	56 950	13 755	52 948	45 235	7 713	34
Luton – Germany	12 884	—	12 884	14 520	—	14 520	–11
Manchester – Germany	8 887	7 607	1 280	9 932	8 079	1 853	–11
Other Routes	10 300	6 109	4 191	7 187	3 571	3 616	43
Gibraltar	6 908	4 549	2 359	5 609	4 634	975	23
Greece	101 579	41 024	60 555	69 499	33 263	36 236	46
Iceland	3 988	3 576	412	2 650	2 650	—	50
London – Reykjavik	2 165	2 165	—	1 769	1 769	—	22
Glasgow – Reykjavik	1 411	1 411	—	881	881	—	60
Other Routes	412	—	412	—	—	—	—

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	160 892	159 718	1 174	119 663	117 011	2 652	34
London – Cork	15 268	14 566	702	11 520	11 041	479	33
– Dublin	80 663	80 663	—	63 189	63 098	91	28
– Shannon	11 505	11 505	—	10 185	10 098	87	13
Manchester – Dublin	11 026	11 019	7	11 313	11 298	15	–3
Birmingham – Dublin	11 797	11 797	—	8 064	7 951	113	46
Glasgow – Dublin	6 580	6 578	2	4 489	4 217	272	47
Liverpool – Dublin	6 353	6 346	7	2 756	2 437	319	131
Leeds/Bradford – Dublin	1 926	1 926	—	1 210	1 207	3	59
Edinburgh – Dublin	2 685	2 685	—	—	—	—	—
Bristol – Dublin	2 284	2 282	2	896	821	75	155
Other Routes	10 805	10 351	454	6 041	4 843	1 198	79
Italy	234 198	88 810	145 388	169 529	80 629	88 900	38
London – Genoa (g)	886	—	886	—	—	—	—
– Milan	52 323	30 162	22 161	43 944	29 263	14 681	19
– Rimini (g)	—	—	—	—	—	—	—
– Rome	43 597	32 049	11 548	38 017	29 542	8 475	15
– Venice	16 800	5 444	11 356	11 747	4 151	7 596	43
– Other Italy	35 608	16 670	18 938	27 869	13 288	14 581	28
Luton – Rimini	2 649	—	2 649	1 112	—	1 112	138
– Other Italy	66 469	—	66 469	33 845	—	33 845	96
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	3 618	—	3 618	4 837	—	4 837	–25
Other Routes	12 248	4 485	7 763	8 158	4 385	3 773	53
Luxembourg	6 295	5 958	337	5 295	5 278	17	19
London – Luxembourg	6 195	5 958	237	5 278	5 278	—	17
Other Routes	100	—	100	17	—	17	488
Netherlands	179 710	177 261	2 449	172 899	167 556	5 343	4
London – Amsterdam	96 753	96 602	151	101 007	99 891	1 116	–4
– Rotterdam	20 025	20 025	—	17 554	17 490	64	14
Other S.E. England – Netherlands	9 359	8 478	881	10 685	9 234	1 451	–12
Manchester – Amsterdam	9 748	9 674	74	10 901	10 675	226	–11
Other Routes	43 825	42 482	1 343	32 752	30 266	2 486	34
Norway	46 815	35 057	11 758	44 891	32 079	12 812	4
London – Oslo	22 920	17 472	5 448	20 295	15 450	4 845	13
Other Routes	23 895	17 585	6 310	24 596	16 629	7 967	–3
Portugal	48 141	25 020	23 121	36 983	21 926	15 057	30
London – Lisbon	20 052	16 449	3 603	15 451	13 482	1 969	30
Other Routes	28 089	8 571	19 518	21 532	8 444	13 088	30
Soviet Union and Eastern Europe (b)	32 827	24 401	8 426	25 878	22 078	3 800	27
London – Moscow	8 386	7 383	1 003	8 260	7 867	393	2
– Prague	2 617	2 617	—	2 351	2 351	—	11
Other Routes	21 824	14 401	7 423	15 267	11 860	3 407	43

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	424 074	100 098	323 976	356 176	84 838	271 338	19
London – Barcelona	24 532	16 029	8 503	15 785	13 066	2 719	55
– Ibiza	7 840	2 616	5 224	7 087	1 662	5 425	11
– Madrid	42 771	34 120	8 651	34 993	30 373	4 620	22
– Malaga	36 034	15 571	20 463	30 218	12 288	17 930	19
– Palma	48 141	10 334	37 807	41 811	10 135	31 676	15
– Other Spain	57 446	20 959	36 487	46 778	16 753	30 025	23
Luton – Alicante	11 163	—	11 163	6 528	—	6 528	71
– Barcelona	633	—	633	1 044	—	1 044	-39
– Gerona	4 814	—	4 814	2 782	—	2 782	73
– Ibiza	4 557	—	4 557	2 767	—	2 767	65
– Palma	14 622	—	14 622	12 844	—	12 844	14
– Other Spain	16 250	—	16 250	8 912	—	8 912	82
Other S.E. England – Spain	—	—	—	158	—	158	—
Manchester – Barcelona	1 323	—	1 323	1 556	—	1 556	-15
– Palma	17 520	—	17 520	19 100	—	19 100	-8
Other N. England – Spain	54 959	—	54 959	50 342	—	50 342	9
Scotland – Spain	21 563	—	21 563	22 691	338	22 353	-5
Other Routes	59 906	469	59 437	50 780	223	50 557	18
Sweden	43 446	26 852	16 594	47 914	24 172	23 742	-9
London – Stockholm	27 680	18 562	9 118	27 350	17 164	10 186	1
Other Routes	15 766	8 290	7 476	20 564	7 008	13 556	-23
Switzerland	137 418	90 527	46 891	116 509	81 896	34 613	18
London – Basle	11 497	7 338	4 159	8 499	6 733	1 766	35
– Geneva	53 233	34 097	19 136	43 327	30 456	12 871	23
– Zurich	58 273	40 577	17 696	53 901	37 609	16 292	8
Luton – Switzerland	5 659	—	5 659	3 322	64	3 258	70
Other Routes	8 756	8 515	241	7 460	7 034	426	17
Yugoslavia	24 362	9 206	15 156	22 661	9 324	13 337	8
London – Dubrovnic	3 930	—	3 930	3 807	—	3 807	3
– Ljubljana	3 528	1 717	1 811	2 932	1 606	1 326	20
Luton – Yugoslavia	6	—	6	470	—	470	-99
Other Routes	16 898	7 489	9 409	15 452	7 718	7 734	9
Other Europe	110 226	59 586	50 640	71 658	46 957	24 701	54
WESTERN HEMISPHERE							
Canada	85 862	73 963	11 899	80 240	67 631	12 609	7
London – Montreal	16 534	16 534	—	14 591	14 293	298	13
– Toronto	32 757	25 630	7 127	30 446	23 637	6 809	8
– Other Canada	20 733	19 726	1 007	21 475	19 189	2 286	-3
Other UK – Montreal	1 811	1 811	—	2 008	2 008	—	-10
– Toronto	10 596	7 887	2 709	9 392	6 415	2 977	13
Other Routes	3 431	2 375	1 056	2 328	2 089	239	41

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	416 852	395 712	21 140	352 813	312 657	40 156	18
London – New York	134 408	128 971	5 437	141 168	124 660	16 508	–5
– Other East Coast USA	101 160	98 690	2 470	85 808	83 894	1 914	18
– Chicago and Detroit	32 650	32 549	101	33 819	28 602	5 217	–3
– West Coast USA	96 355	87 805	8 550	60 094	49 201	10 893	60
– Other USA	40 664	40 140	524	21 793	19 969	1 824	87
Other UK – New York	8 771	7 285	1 486	8 422	6 327	2 095	4
Other Routes	2 844	272	2 572	1 709	4	1 705	66
West Atlantic and Caribbean Islands	28 525	27 959	566	21 693	21 371	322	31
Central and South America	12 424	12 088	336	10 454	10 454	—	19
REST OF THE WORLD							
Canary Islands	65 752	2 838	62 914	47 665	3 800	43 865	38
North Africa (c)	39 559	22 339	17 220	25 433	15 596	9 837	56
East Africa (d)	10 868	10 868	—	11 417	10 682	735	–5
Central Africa (e)	5 562	5 562	—	7 128	7 128	—	–22
West Africa (d)	28 419	28 419	—	27 620	27 620	—	3
South Africa	28 070	27 951	119	25 839	25 839	—	9
Middle East (f)	144 314	140 280	4 034	139 287	135 771	3 516	4
India	26 319	26 319	—	20 587	20 587	—	28
Pakistan	12 809	12 809	—	9 787	9 787	—	31
Far East	65 214	65 214	—	55 002	53 721	1 281	19
Australia and New Zealand	48 737	48 737	—	32 518	32 518	—	50
Other Routes n.e.i.	36 798	9 722	27 076	34 715	7 529	27 186	6
ALL ROUTES	3 355 799	2 392 187	963 612	2 820 954	2 059 217	761 737	19

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

Domestic Passengers by Main Routes for April 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	28 089	22 423	25
	Belfast	62 983	45 849	37
	Birmingham	11 441	10 919	5
	Channel Islands	46 618	38 646	21
	Edinburgh	63 351	59 402	7
	Glasgow	84 546	72 268	17
	Manchester	39 570	47 096	-16
	Newcastle	24 281	23 667	3
	Tees-side	12 865	14 543	-12
	Other airports	51 198	24 855	106
Belfast	Birmingham	6 523	5 368	22
	East Midlands	3 675	2 896	27
	Edinburgh	1 815	1 260	44
	Glasgow	8 702	6 831	27
	Isle of Man	2 231	1 092	104
	Manchester	9 663	10 999	-12
	Newcastle	1 916	1 071	79
	Other airports	13 964	6 813	105
Channel Islands	Bristol/Glamorgan	4 940	3 591	38
	Glasgow	845	582	45
	Leeds/Bradford	627	458	37
	Liverpool	539	148	264
	Manchester	4 618	3 552	30
	Other airports	57 045	45 343	26
Edinburgh	Manchester	2 469	4 029	-39
	Other airports	9 893	10 471	-6
Glasgow	Birmingham	5 730	5 114	12
	East Midlands	3 904	4 142	-6
	Isle of Man	1 342	994	35
	Manchester	3 904	5 639	-31
	Other Scottish airports	22 888	23 053	-1
	Other airports	13 811	4 173	231
Isle of Man	Manchester	4 562	3 512	30
	Newcastle	94	91	3
	Other airports	13 652	11 786	16
Penzance	Isles of Scilly	10 269	7 760	32
Other Routes		30 097	34 788	-13
TOTAL		664 660	565 224	18

(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 April 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	9 717.2	13.0	29.1	977.2	1 410.6	383.2	139.7	—	8.9	2 417.1	3 871.9	216.0	250.5	
+ Heathrow	40 427.7	6 633.8	6 819.0	54.1	237.2	12 528.1	13 643.4	—	15.5	106.1	108.2	169.1	113.2	
+ Luton	752.2	—	—	—	—	46.8	—	—	—	472.9	149.7	18.1	64.7	
+ Southend	607.0	—	—	174.0	200.0	—	—	—	—	48.0	165.0	—	20.0	
+ Stansted	1 868.4	—	—	0.1	0.1	—	—	—	—	730.7	1 074.0	48.7	14.8	
TOTAL (London Area)	53 372.5	6 646.8	6 848.1	1 205.4	1 847.9	12 958.1	13 783.1	—	24.4	3 774.8	5 368.8	451.9	463.2	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	584.0	61.6	117.4	30.3	33.4	—	—	20.2	42.8	74.7	203.3	0.1	0.2	
+ Belfast	919.5	79.1	110.7	240.3	32.9	6.9	2.0	—	—	446.7	0.9	—	—	
+ Benbecula	13.9	11.2	1.7	0.9	0.1	—	—	—	—	—	—	—	—	
+ Birmingham	293.2	127.8	83.3	27.1	2.1	26.1	26.6	—	—	—	0.2	—	—	
+ Blackpool	420.3	—	—	10.1	39.5	—	—	—	—	—	370.7	—	—	
+ Bournemouth	1 066.0	—	—	656.0	361.8	—	—	—	—	13.4	3.7	31.1	—	
+ Bristol	46.3	4.7	2.5	4.9	1.7	13.6	18.0	—	—	—	0.9	—	—	
+ Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Cardiff	23.8	2.5	6.8	4.4	6.2	—	—	—	—	—	3.9	—	—	
+ Coventry	2.5	—	—	—	—	—	—	—	—	0.4	2.1	—	—	
+ East Midlands	699.7	—	—	61.6	78.6	16.4	15.8	—	—	118.8	230.2	33.4	144.9	
+ Edinburgh	110.1	25.2	24.9	27.6	28.3	1.8	2.2	—	—	—	0.1	—	—	
+ Exeter	85.6	—	—	3.9	8.8	—	—	—	—	—	72.9	—	—	
+ Glasgow	784.6	97.6	143.9	57.4	46.3	215.4	211.7	—	0.4	0.6	11.3	—	—	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	8.8	—	—	1.9	1.5	—	—	—	—	—	5.4	—	—	
+ Inverness	17.2	5.1	12.1	—	—	—	—	—	—	—	—	—	—	
+ Islay	9.9	—	—	5.3	4.6	—	—	—	—	—	—	—	—	
+ Isle of Man	219.5	7.2	15.7	170.2	26.4	—	—	—	—	—	—	—	—	
+ Isles of Scilly	7.6	7.0	0.6	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	42.0	27.3	11.3	0.7	0.7	—	—	2.0	—	—	—	—	—	
+ Leeds/Bradford	37.2	9.7	9.7	7.8	5.0	—	—	—	—	—	5.0	—	—	
+ Liverpool	1 681.0	12.6	1.8	32.3	46.1	429.6	790.4	—	—	30.4	314.2	—	23.6	
+ Lydd	377.3	176.7	200.6	—	—	—	—	—	—	—	—	—	—	
+ Manchester	1 139.5	200.7	150.2	24.2	13.5	242.1	312.1	0.4	0.4	54.3	80.3	0.2	61.1	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	147.4	13.7	13.0	36.1	23.1	—	—	—	—	13.6	37.1	—	10.8	
+ Norwich	51.9	—	—	26.7	25.0	—	—	—	—	—	—	0.2	—	
+ Penzance Heliport	13.0	0.6	7.0	—	—	—	—	3.8	1.6	—	—	—	—	
+ Prestwick	2 057.6	942.7	269.7	39.4	32.3	506.7	224.1	—	—	26.4	1.8	14.4	0.1	
+ Southampton	155.2	4.0	13.9	13.4	63.3	—	—	—	—	1.1	41.5	—	18.0	
+ Stornoway	38.6	32.2	4.1	0.1	0.9	—	—	—	—	1.2	0.1	—	—	
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Tees-side	22.4	—	—	11.9	7.9	—	—	—	—	1.1	1.5	—	—	
+ Tiree	0.9	—	—	0.9	—	—	—	—	—	—	—	—	—	
+ Wick	3.7	2.1	0.5	0.6	0.5	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	64 452.7	8 321.4	7 848.9	2 878.1	2 939.0	14 416.7	15 386.0	26.4	69.6	4 557.5	6 755.9	531.3	721.9	
Channel Islands Airports														
Alderney	30.3	—	—	27.1	3.2	—	—	—	—	—	—	—	—	
Guernsey	849.0	6.0	2.0	312.0	493.0	—	0.1	—	—	10.0	25.0	—	—	
Jersey	897.7	52.2	16.4	403.6	391.3	0.3	0.2	—	—	12.3	21.4	—	—	
TOTAL (Channel Islands Airports)	1 777.0	58.2	18.4	742.8	887.5	0.3	1.2	—	—	22.3	46.4	—	—	

xx Not supplied.

Cargo April 1979

Table 21

Comparison with a Year Earlier

	International						Domestic						1979			1978			Percentage change		
	Scheduled			Charter			Scheduled			Charter			Total			Total			Percentage change		
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	2 135	282		69		6516	215		321	1		178	2 420		7 297	1 384		9 258	74.9		-21.2
+ Heathrow	23 902	15 089		—		512	415		508	—		—	24 317		16 109	22 359		16 274	8.8		-1.0
+ Luton	47	—		55		650	—		—	—		—	102		650	157		403	-35.0		61.3
+ Southend	371	—		233		—	3		—	—		—	607		—	571		—	6.3		—
+ Stansted	—	—		49		1 797	—		—	—		23	49		1 820	278		2 254	-82.4		-19.3
TOTAL (London Area)	26 455	15 371		406		9 475	633		829	1		201	27 495		25 876	24 749		28 189	11.1		-8.2
Westland Heliport (Battersea)	—	—		—		—	—		—	—		—	—		—	—		—	—		—
Other UK Airports																					
+ Aberdeen	47	—		266		16	195		1	82		17	550		34	482		14	14.1		142.9
+ Belfast	9	—		—		—	305		158	—		448	314		606	462		1 151	-32.0		-47.4
Benbecula	—	—		—		—	14		—	—		—	14		—	13		—	7.7		—
+ Birmingham	224	—		—		—	69		—	—		—	293		—	183		2	60.1		—
+ Blackpool	5	—		—		—	39		5	2		369	46		374	38		390	21.1		-4.1
+ Bournemouth	—	—		—		31	3		1 015	—		17	3		1 063	4		873	-25.0		21.8
+ Bristol	40	—		—		1	6		—	—		—	46		1	24		7	91.7		-85.7
+ Cambridge	—	—		—		—	—		—	—		—	—		—	—		—	—		—
+ Cardiff	10	4		—		4	5		—	—		—	15		8	19		16	-21.1		50.0
+ Coventry	—	—		—		2	—		—	—		—	—		2	—		—	—		—
+ East Midlands	45	80		14		461	48		—	—		52	107		593	87		384	23.0		54.4
+ Edinburgh	20	—		—		—	90		—	—		—	110		—	86		—	27.9		—
+ Exeter	2	—		—		73	11		—	—		—	13		73	26		36	-50.0		102.8
+ Glasgow	179	329		2		—	259		5	10		—	450		334	361		579	24.7		-42.3
Gloucester/Cheltenham	—	—		—		—	—		—	—		—	—		—	—		—	—		—
Hawarden	—	—		—		—	—		—	—		—	—		—	—		—	—		—
Humberside	2	—		—		5	2		—	—		—	4		5	—		—	—		—
Inverness	—	—		—		—	17		—	—		—	17		—	29		—	-41.4		—
Islay	—	—		—		—	10		—	—		—	10		—	9		—	11.1		—
+ Isle of Man	—	—		—		—	106		113	—		—	106		113	113		110	-6.2		2.7
+ Isles of Scilly	—	—		—		—	8		—	—		—	8		—	7		—	14.3		—
+ Kirkwall	—	—		—		—	40		—	2		—	42		—	43		1	-2.3		—
+ Leeds/Bradford	12	—		—		1	20		—	—		4	32		5	19		1	68.4		400.0
+ Liverpool	34	1 186		—		56	78		16	—		312	112		1 570	52		734	115.4		113.9
+ Lydd	—	377		—		—	—		—	—		—	—		377	1		328	—		14.9
+ Manchester	527	265		2		194	147		3	—		—	676		462	766		1 180	-11.7		-60.8
+ Manston	..	..		..		..	..		..	..		..	..		..	..		..	—		—
+ Newcastle	54	—		1		9	32		—	—		51	87		60	70		—	24.3		—
+ Norwich	30	—		—		—	22		—	—		—	52		—	42		—	23.8		—
Penzance Heliport	—	—		5		—	8		—	—		—	13		—	7		—	85.7		—
+ Prestwick	114	1 296		—		41	8		597	—		2	122		1 936	136		1 877	-10.3		3.1
+ Southampton	6	—		—		60	88		1	—		—	94		61	109		22	-13.8		177.3
Stornoway	—	—		—		—	37		xx	—		—	38		—	33		—	15.2		—
+ Sumburgh	xx	xx		xx		xx	xx		xx	xx		xx	xx		xx	..		..	..		—
Swansea	—	—		—		—	—		—	—		—	—		—	..		..	—		—
+ Tees-side	5	—		—		1	15		—	—		1	20		2	31		—	-35.5		—
Tiree	—	—		—		—	1		—	—		—	1		—	1		—	—		—
Wick	—	—		—		—	4		—	—		—	4		—	4		—	—		—
TOTAL (Incl. London Area)	27 820	18 908		656		10 430	2 320		2 743	98		1 474	30 894		33 555	28 006		35 894	10.3		-6.5
Channel Islands Airports																					
Alderney	—	—		—		—	—		—	—		—	30		—	24		—	25.0		—
Guernsey	—	—		—		—	—		—	—		—	849		—	807		—	5.2		—
Jersey	—	—		—		—	—		—	—		—	898		—	791		—	13.5		—
TOTAL (Channel Is. Airports)	—	—		—		—	—		—	—		—	1 777		—	1 622		—	9.6		—

xx Not supplied.

All Scheduled Services April 1979

Table 22.1

											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	22 671	18 658	35 563	1 433 481	4 896 512	321 559	65.7	14 085	582 893	366 399	12 549	58 465	295 382	62.9	
British Airways Helicopters	25	406	132	9 717	793	593	74.8	10	62	46	—	1	45	74.1	
British Caledonian Airways	3 018	3 334	5 177	141 654	477 341	266 974	55.9	2 254	59 321	33 754	603	8 715	24 436	56.9	
Air Anglia	795	2 498	2 219	37 288	35 524	17 544	49.4	145	3 599	1 825	—	71	1 754	50.7	
Air Wales	23	86	88	358	271	113	41.7	—	20	9	—	—	9	44.5	
Air Westward	72	176	293	1 009	773	424	54.8	—	62	36	—	—	36	58.0	
Aurigny Air Services	130	2 154	627	21 078	1 837	1 186	64.5	89	172	99	—	4	95	57.8	
British Island Airways	596	2 572	2 335	71 863	29 827	15 524	52.0	440	2 742	1 501	—	121	1 379	54.7	
British Midland Airways	574	1 899	1 827	68 604	43 200	23 405	54.2	249	3 662	1 913	2	82	1 829	52.2	
Brymon Airways	144	689	640	6 287	3 358	1 683	50.1	5	312	139	—	1	138	44.6	
Dan-Air Services	455	1 488	1 418	42 532	29 977	16 334	54.5	35	2 546	1 409	—	20	1 389	55.3	
Haywards Aviation	14	92	67	294	91	44	48.5	1	9	4	—	—	4	39.4	
Intra Airways	45	204	164	6 482	2 805	1 785	63.6	—	233	133	—	—	133	57.2	
Laker Airways	862	120	1 153	24 818	297 480	168 439	56.6	—	30 179	13 475	—	—	13 475	44.6	
Loganair	182	1 868	923	9 395	2 174	1 148	52.8	—	198	104	—	—	104	52.5	
TOTAL Passenger Services	29 608	36 244	52 624	1 874 860	5 821 961	3 730 753	64.1	17 313	686 009	420 845	13 155	67 480	340 207	61.3	
Cargo Services															
British Airways	1 188	667	1 675					4 691	29 986	18 132	218	17 915		60.5	
British Caledonian Airways	142	83	211					678	4 644	2 345	135	2 209		50.5	
Air Freight	20	89	82					318	94	79	—	79		83.3	
Air-Bridge Carriers	4	12	14					97	44	27	—	27		60.5	
British Island Airways	64	267	251					666	294	153	19	133		51.9	
TOTAL Cargo Services	1 417	1 118	2 234					6 450	35 063	20 734	372	20 363		59.1	
GRAND TOTAL	31 025	37 362	54 858	1 874 860	5 821 961	3 730 753	64.1	23 763	721 072	441 579	13 527	87 842	340 207	61.2	

International Scheduled Services April 1979

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	20 223	12 204	29 112	1 050 496	4 642 385	3 052 910	65.8	13 190	559 264	351 960	12 484	58 184	281 289	62.9
British Caledonian Airways	2 595	1 775	3 983	91 515	444 031	246 058	55.4	1 822	56 066	31 886	580	8 643	22 663	56.9
Air Anglia	488	1 020	1 142	23 890	26 384	12 877	48.8	107	2 664	1 344	—	56	1 288	50.4
Air Wales	10	18	32	118	148	65	43.7	—	10	5	—	—	5	49.5
Air Westward	32	62	123	396	353	201	56.9	—	27	17	—	—	17	62.9
Aurigny Air Services	130	2 154	627	21 078	1 837	1 186	64.5	89	172	99	—	4	95	57.8
British Island Airways	415	1 530	1 573	40 774	20 755	10 483	50.5	319	1 909	992	—	101	891	52.0
British Midland Airways	133	352	423	10 559	9 707	4 302	44.3	46	764	357	—	18	340	46.8
Brymon Airways	31	145	142	812	449	214	47.6	1	39	18	—	—	18	46.4
Dan-Air Services	288	693	801	21 424	20 235	10 499	51.9	28	1 718	909	—	17	892	52.9
Haywards Aviation	9	60	40	194	46	28	60.6	1	5	2	—	—	2	48.4
Intra Airways	15	123	67	3 239	820	505	61.6	—	68	38	—	—	38	55.4
Laker Airways	862	120	1 153	24 818	297 480	168 439	56.6	—	30 179	13 475	—	—	13 475	44.6
TOTAL Passenger Services	25 230	20 256	39 217	1 289 313	5 464 630	3 507 766	64.2	15 602	652 885	401 102	13 065	67 024	321 011	61.4
Cargo Services														
British Airways	1 161	618	1 617					4 215	29 476	17 869	217	17 652		60.6
British Caledonian Airways	119	44	165					463	4 460	2 222	12	2 209		49.8
Air Freight	20	89	82					318	94	79	—	79		83.3
British Island Airways	5	10	16					18	22	8	—	8		37.6
TOTAL Cargo Services	1 305	761	1 880					5 014	34 053	20 177	230	19 948		59.3
GRAND TOTAL	26 536	21 017	41 097	1 289 313	5 464 630	3 507 766	64.2	20 616	686 937	421 279	13 295	86 972	321 011	61.3

Domestic Scheduled Services April 1979

Table 22.3

											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	2 448	6 454	6 451	382 985	254 128	162 649	64.0	895	23 629	14 439	65	281	14 092	61.1	
British Airways Helicopters	25	406	132	9 717	793	593	74.8	10	62	46	—	1	45	74.1	
British Caledonian Airways	423	1 559	1 194	50 139	33 310	20 915	62.8	432	3 254	1 868	23	72	1 773	57.4	
Air Anglia	307	1 478	1 077	13 398	9 140	4 666	51.1	38	935	481	—	15	467	51.5	
Air Wales	14	68	57	240	122	48	39.2	—	10	4	—	—	4	39.2	
Air Westward	39	114	170	613	420	223	53.1	—	35	19	—	—	19	54.2	
British Island Airways	181	1 042	762	31 089	9 072	5 041	55.6	121	834	509	—	20	488	61.0	
British Midland Airways	441	1 547	1 404	58 045	33 492	19 103	57.0	204	2 898	1 556	2	64	1 490	53.7	
Brymon Airways	113	544	498	5 475	2 909	1 469	50.5	3	273	121	—	1	120	44.4	
Dan-Air Services	168	795	616	21 108	9 742	5 835	59.9	8	827	500	—	3	497	60.5	
Haywards Aviation	6	32	27	100	45	16	36.1	—	5	1	—	—	1	30.2	
Intra Airways	31	81	97	3 243	1 985	1 279	64.4	—	165	95	—	—	95	57.9	
Loganair	182	1 868	923	9 395	2 174	1 148	52.8	—	198	104	—	—	104	52.5	
TOTAL Passenger Services	4 377	15 988	13 407	585 547	357 331	222 986	62.4	1 711	33 125	19 743	90	456	19 196	59.6	
Cargo Services															
British Airways	27	49	58					476	511	263	—	263		51.6	
British Caledonian Airways	22	39	46					215	184	123	123	—		66.7	
Air-Bridge Carriers	4	12	14					97	44	27	—	27		60.5	
British Island Airways	59	257	235					648	272	144	19	125		53.1	
TOTAL Cargo Services	112	357	354					1 436	1 010	557	142	415		55.1	
GRAND TOTAL	4 489	16 345	13 761	585 547	357 331	222 986	62.4	3 147	34 135	20 300	233	871	19 196	59.5	

All Non-scheduled Services April 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	81	107	413	5 693	9 175	5 208	56.8	886	2 905	1 475	1 014	461	50.8
British Airtours	998	533	1 588	74 522	188 615	141 604	75.1	—	17 165	12 036	—	12 036	70.1
British Airways Helicopters	434	2 867	2 158	29 824	9 397	4 753	50.6	195	920	412	32	380	44.8
British Caledonian Airways	856	564	1 385	38 552	50 949	40 354	79.2	1 848	19 145	13 833	10 364	3 469	72.3
Air Anglia	4	7	13	36	30	23	75.6	—	2	2	—	2	67.9
Air Freight	25	80	113	885	367	267	72.8	41	84	56	36	20	66.0
Air-Bridge Carriers	161	354	428	5 888	5 285	2 400	45.4	830	1 752	686	494	192	39.1
Alidair	155	382	456	13 020	9 386	5 329	56.8	10	939	436	18	418	46.4
Bristow Helicopters	568	3 418	3 310	30 158	9 861	5 686	57.7	169	838	543	31	512	64.8
Britannia Airways	3 604	2 126	5 804	249 285	468 487	426 381	91.0	—	39 838	36 219	—	36 219	90.9
British Air Ferries	60	121	169	1 813	1 922	1 342	69.8	60	276	163	40	122	58.8
British Executive Air Services	107	5 092	712	27 513	1 177	578	49.1	53	107	54	1	63	50.5
British Island Airways	307	445	749	10 698	16 410	13 041	79.5	427	2 008	1 337	230	1 107	66.8
British Midland Airways	864	715	1 380	49 057	112 115	60 175	53.7	1 209	24 649	9 294	4 600	4 694	37.7
Dan-Air Services	4 386	3 633	7 986	298 928	502 307	433 239	86.2	58	40 258	34 693	21	34 672	86.2
Express Air Services C.I.	48	279	200	1 851	550	380	69.1	736	241	153	122	31	63.7
General Aviation Services	22	56	106	—	—	—	—	37	76	21	21	—	27.1
I. A. S. Cargo Airlines	981	308	1 378	—	—	—	—	2 894	38 693	26 077	26 077	—	67.4
Intra Airways	53	155	171	3 205	2 016	1 479	73.4	302	305	222	106	116	72.9
Invicta International Airlines	92	82	216	—	—	—	—	461	2 122	1 449	1 449	—	68.3
Laker Airways	1 787	798	2 756	82 894	322 099	251 032	77.9	—	31 673	20 050	—	20 050	63.3
Loganair	161	707	719	5 069	2 203	1 276	57.9	—	201	116	—	116	57.7
Management Aviation	76	1 229	380	4 100	525	311	59.2	16	45	25	2	23	55.6
Monarch Airlines	1 277	873	2 078	101 134	191 370	160 095	83.7	—	18 672	14 518	—	14 518	77.8
North Scottish Helicopters	218	3 700	1 095	11 100	899	656	73.0	—	68	50	—	50	73.5
Pelican Air Transport	315	100	424	—	—	—	—	945	13 296	8 515	8 515	—	64.0
Redcoat Air Cargo	129	47	271	—	—	—	—	253	2 254	1 408	1 408	—	62.5
Scimitar Airlines	127	51	186	—	—	—	—	689	5 264	3 788	3 788	—	72.0
Southern Int-Air Transport	59	260	235	11 448	4 412	2 721	61.7	—	340	216	—	216	63.6
Tradewinds Airways	635	206	1 023	—	—	—	—	2 251	23 385	13 259	13 259	—	56.7
Transmeridian Air Cargo	724	255	1 306	—	—	—	—	2 458	24 208	14 567	14 567	—	60.2
TOTAL	19 315	29 550	39 204	1 056 673	1 909 557	1 558 330	81.6	16 837	311 728	215 671	86 195	129 475	69.2
Class 5A Licence TOTAL	280	672	741	25 525	23 109	13 262	57.4	..	3 571	2 212	1 122	1 090	61.9
TOTAL Excludes 5A Licence	19 035	28 878	38 463	1 031 148	1 886 448	1 545 068	81.9	16 837	308 157	213 459	85 073	128 385	69.3

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services April 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	75	79	388	5 311	8 855	5 085	57.4	882	2 871	1 464	1 013	451	51.0
British Airtours	998	533	1 588	74 522	188 615	141 604	75.1	—	17 165	12 036	—	12 036	70.1
British Airways Helicopters	434	2 867	2 158	29 824	9 397	4 753	50.6	195	920	412	32	380	44.8
British Caledonian Airways	856	564	1 385	38 552	50 949	40 354	79.2	1 848	19 145	13 833	10 364	3 469	72.3
Air Anglia	1	2	4	18	13	13	100.0	—	1	1	—	1	85.7
Air Freight	14	42	61	—	—	—	—	41	52	36	36	—	68.1
Air-Bridge Carriers	121	169	305	2 787	3 876	1 783	46.0	483	1 374	548	405	143	39.8
Alldair	80	146	247	4 453	4 911	2 604	53.0	—	492	215	15	201	43.8
Bristow Helicopters	568	3 418	3 310	30 158	9 861	5 686	57.7	169	838	543	31	512	64.8
Britannia Airways	3 604	2 126	5 804	249 285	468 487	426 381	91.0	—	39 838	36 219	—	36 219	90.9
British Air Ferries	56	106	151	1 570	1 776	1 260	71.0	55	257	152	38	115	59.3
British Executive Air Services	107	5 092	712	27 513	1 177	578	49.1	53	107	54	1	53	50.5
British Island Airways	251	328	570	9 844	16 034	12 783	79.7	223	1 742	1 215	130	1 085	69.7
British Midland Airways	798	469	1 188	38 542	106 560	57 343	53.8	1 192	24 113	9 069	4 596	4 473	37.6
Dan-Air Services	4 037	2 752	6 766	272 537	486 874	422 424	86.8	4	38 946	33 755	2	33 752	86.7
Express Air Services C.I.	1	1	2	—	—	—	—	1	3	1	1	—	36.5
General Aviation Services	18	29	81	—	—	—	—	33	61	19	19	—	30.8
I.A.S. Cargo Airlines	981	308	1 378	—	—	—	—	2 894	38 693	26 077	26 077	—	67.4
Intra Airways	28	65	73	2 967	2 005	1 470	73.3	—	179	115	—	115	64.3
Invicta International Airlines	92	82	216	—	—	—	—	461	2 122	1 449	1 449	—	68.3
Laker Airways	1 787	798	2 756	82 894	322 099	251 032	77.9	—	31 673	20 050	—	20 050	63.3
Management Aviation	76	1 229	380	4 100	525	311	59.2	16	45	25	2	23	55.6
Monarch Airlines	1 277	873	2 078	101 134	191 370	160 095	83.7	—	18 672	14 518	—	14 518	77.8
North Scottish Helicopters	218	3 700	1 095	11 100	899	656	73.0	—	88	50	—	50	73.5
Pelican Air Transport	315	100	424	—	—	—	—	945	13 296	8 515	8 515	—	64.0
Redcoat Air Cargo	129	47	271	—	—	—	—	253	2 254	1 408	1 408	—	62.5
Scimitar Airlines	127	51	186	—	—	—	—	689	5 264	3 788	3 788	—	72.0
Southern Int-Air Transport	58	238	227	11 223	4 311	2 711	62.9	—	334	215	—	215	64.4
Tradewinds Airways	635	206	1 023	—	—	—	—	2 251	23 385	13 259	13 259	—	56.7
Transmeridian Air Cargo	724	255	1 306	—	—	—	—	2 458	24 208	14 567	14 567	—	60.2
TOTAL	18 467	26 675	36 132	998 334	1 878 593	1 538 926	81.9	15 156	308 117	213 606	85 747	127 860	69.3
Class 5A Licence TOTAL	245	473	628	20 348	21 049	12 255	58.2	..	3 380	2 129	1 120	1 009	63.0
TOTAL Excludes 5A Licence	18 222	26 202	35 504	977 986	1 857 544	1 526 671	82.2	15 156	304 737	211 477	84 627	126 851	69.4

*Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services April 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	7	28	25	382	320	122	38.3	3	34	11	1	11	33.6
Air Anglia	2	5	9	18	17	10	57.4	—	1	1	—	1	53.6
Air Freight	11	38	53	885	367	267	72.8	—	32	20	—	20	62.6
Air-Bridge Carriers	40	185	123	3 101	1 409	617	43.8	347	378	138	89	49	36.6
Alidair	75	236	209	8 567	4 475	2 725	60.9	9	448	221	3	217	49.3
British Air Ferries	4	15	17	243	146	82	56.2	5	20	10	3	7	52.4
British Island Airways	56	117	179	854	376	258	68.5	204	266	122	100	22	45.9
British Midland Airways	66	246	192	10 515	5 555	2 832	51.0	17	536	225	4	221	42.0
Dan-Air Services	349	881	1 220	26 391	15 433	10 815	70.1	54	1 311	938	19	919	71.5
Express Air Services C.I.	48	278	197	1 851	550	380	69.1	735	237	152	121	31	64.1
General Aviation Services	4	27	24	—	—	—	—	3	15	2	2	—	11.5
Intra Airways	25	90	98	238	11	9	80.0	302	126	107	106	1	84.9
Loganair	161	707	719	5 069	2 203	1 276	57.9	—	201	116	—	116	57.7
Southern Int-Air Transport	1	22	8	225	101	10	9.9	—	6	1	—	1	16.7
TOTAL	848	2 875	3 072	58 339	30 964	19 404	62.7	1 681	3 611	2 064	449	1 616	57.2
Class 5A Licence TOTAL	35	199	113	5 177	2 060	1 007	48.9	..	191	83	2	81	43.5
TOTAL Excludes 5A Licence	813	2 676	2 959	53 162	28 904	18 397	63.6	1 681	3 420	1 481	447	1 535	57.9

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations April 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	418	94	571	14 179	2 794	144 074	115 401	80.1	14 616	9 233	63.2
TOTAL	418	94	571	14 179	2 794	144 074	115 401	80.1	14 616	9 233	63.2

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

Table 25

	Aircraft –km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat–km Used (000)	Percentage of available	Tonne–km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	8	18	22	863	624	384	61.6	58	32	55.4	—	—
British Airtours	857	472	1 373	68 254	161 910	125 692	77.6	14 735	10 630	72.1	—	—
British Caledonian Airways	393	378	721	33 788	44 484	36 334	81.7	4 172	3 123	74.8	—	—
Alidair	14	17	42	727	844	597	70.8	84	45	52.7	—	—
Britannia Airways	3 498	1 952	5 606	231 043	454 766	415 359	91.3	38 672	35 282	91.2	—	—
British Island Airways	135	93	231	6 046	11 901	9 198	77.3	1 070	781	73.0	—	—
Dan-Air Services	3 314	2 384	5 597	239 349	399 585	348 352	87.2	31 961	27 858	87.2	—	—
Intra Airways	6	17	18	719	416	240	57.7	34	18	52.6	—	—
Laker Airways	779	403	1 175	42 930	101 063	85 288	84.4	9 658	6 824	70.6	—	—
Monarch Airlines	943	613	1 505	75 086	145 839	125 567	86.1	14 216	11 388	80.1	—	—
TOTAL International Services	9 945	6 347	16 288	698 805	1 321 431	1 147 012	86.8	114 660	95 979	83.7	—	—
Domestic Services												
British Island Airways	—	1	1	88	16	16	98.9	1	1	92.5	—	—
TOTAL Domestic Services	—	1	1	88	16	16	98.9	1	1	92.5	—	—
GRAND TOTAL	9 945	6 348	16 289	698 893	1 321 447	1 147 027	86.8	114 661	95 981	83.7	—	—

All Class 4 Licence Operations April 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	4	8	9	—	620	384	298	77.6	37	26	69.3
British Airtours	25	10	37	—	701	4 799	3 811	79.4	437	348	79.6
British Caledonian Airways	33	48	69	—	3 929	3 721	2 496	67.1	349	212	60.8
Alidair	6	13	23	—	794	394	348	88.3	39	26	66.0
British Island Airways	13	24	33	—	1 517	1 086	952	87.6	98	81	82.4
British Midland Airways	3	8	8	—	583	197	196	99.9	16	15	96.5
Dan-Air Services	650	316	1 019	—	29 600	78 976	68 170	86.3	6 318	5 453	86.3
Intra Airways	15	40	45	—	1 955	1 027	794	77.3	85	59	69.4
Laker Airways	358	237	699	—	17 133	31 861	26 055	81.8	2 864	2 130	74.4
Monarch Airlines	297	233	513	—	24 440	39 466	31 879	80.8	3 865	2 890	74.8
TOTAL	1 403	937	2 456	—	81 272	161 912	134 997	83.4	14 109	11 241	79.7

International Class 4 Licence Operations April 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	4	8	9	—	620	384	298	77.6	37	26	69.3
British Airtours	25	10	37	—	701	4 799	3 811	79.4	437	348	79.6
British Caledonian Airways	33	48	69	—	3 929	3 721	2 496	67.1	349	212	60.8
Alidair	6	13	23	—	794	394	348	88.3	39	26	66.0
British Island Airways	10	14	23	—	968	820	760	92.7	74	64	87.1
Dan-Air Services	648	308	1 012	—	29 091	78 834	68 046	86.3	6 306	5 443	86.3
Intra Airways	14	38	44	—	1 717	1 016	785	77.3	84	58	69.4
Laker Airways	358	237	699	—	17 133	31 861	26 055	81.8	2 864	2 130	74.4
Monarch Airlines	297	233	513	—	24 440	39 466	31 879	80.8	3 865	2 890	74.8
TOTAL	1 395	909	2 430	—	79 393	161 296	134 477	83.4	14 056	11 198	79.7

Domestic Class 4 Licence Operations April 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	3	10	10	—	549	266	192	72.2	24	16	67.8
British Midland Airways	3	8	8	—	583	197	196	99.9	16	15	96.5
Dan-Air Services	2	8	7	—	509	142	124	87.2	12	11	87.5
Intra Airways	—	2	1	—	238	11	9	80.0	1	1	66.7
TOTAL	8	28	27	—	1 879	615	521	84.6	53	43	80.9

All Class 6 Licence Operations April 1979

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
	Available (000)	Used (000)					
British Airways	7	4	23	53	112	92	82.5
British Caledonian Airways	243	61	326	1 036	8 334	5 798	69.6
Air Freight	3	13	12	42	11	9	76.4
Air-Bridge Carriers	89	174	271	831	1 282	489	38.1
British Air Ferries	1	3	5	7	10	3	32.6
British Island Airways	48	125	168	240	221	93	42.2
Express Air Services C.I.	37	225	160	737	195	122	62.8
I.A.S. Cargo Airlines	424	141	585	2 047	16 760	13 610	81.2
Invicta International Airlines	79	76	188	462	1 318	668	50.7
Pelican Air Transport	256	85	345	945	10 751	7 081	65.9
Redcoat Air Cargo	129	47	271	253	2 254	1 408	62.5
Scimitar Airlines	127	51	186	689	5 264	3 788	72.0
Tradewinds Airways	571	192	937	2 251	20 702	11 631	56.2
Transmeridian Air Cargo	609	213	1 060	2 282	20 971	12 931	61.7
TOTAL	2 623	1 410	4 534	11 875	88 185	57 724	65.5

International Class 6 Licence Operations April 1979

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
	Available (000)	Used (000)					
British Airways	7	4	23	53	112	92	82.5
British Caledonian Airways	243	61	326	1 036	8 334	5 798	69.6
Air Freight	3	13	12	42	11	9	76.4
Air-Bridge Carriers	68	86	190	484	1 029	401	38.9
British Air Ferries	1	3	5	7	10	3	32.6
British Island Airways	42	115	150	223	194	83	42.8
Express Air Services C.I.	1	1	2	2	3	1	36.5
I.A.S. Cargo Airlines	424	141	585	2 047	16 760	13 610	81.2
Invicta International Airlines	79	76	188	462	1 318	668	50.7
Pelican Air Transport	256	85	345	945	10 751	7 081	65.9
Redcoat Air Cargo	129	47	271	253	2 254	1 408	62.5
Scimitar Airlines	127	51	186	689	5 264	3 788	72.0
Tradewinds Airways	571	192	937	2 251	20 702	11 631	56.2
Transmeridian Air Cargo	609	213	1 060	2 282	20 971	12 931	61.7
TOTAL	2 560	1 088	4 278	10 775	87 714	57 504	65.6

Domestic Class 6 Licence Operations April 1979

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	21	88	81	347	253	88	35.0
British Island Airways	6	10	18	18	27	10	38.0
Express Air Services C.I.	37	224	157	735	191	121	63.3
TOTAL	63	322	256	1 100	470	220	46.7

All Class 7 Licence Operations April 1979

Table 28.1

	Aircraft—km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	434	2 867	2 158	29 824	9 397	4 753	50.6	195	920	412	32	380	44.8
Bristow Helicopters	568	3 418	3 310	30 158	9 861	5 686	57.7	169	838	543	31	512	64.8
British Executive Air Services	107	5 092	712	27 513	1 177	578	49.1	54	107	54	1	53	50.5
Management Aviation	76	1 229	380	4 100	525	311	59.2	17	45	25	2	23	55.6
North Scottish Helicopters	218	3 700	1 095	11 100	899	656	73.0	—	68	50	—	50	73.5
TOTAL	1 403	16 306	7 655	102 695	21 859	11 984	54.8	435	1 978	1 084	66	1 018	54.8

International Class 7 Licence Operations April 1979

Table 28.2

	Aircraft—km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	434	2 867	2 158	29 824	9 397	4 753	50.6	195	920	412	32	380	44.8
Bristow Helicopters	568	3 418	3 310	30 158	9 861	5 686	57.7	169	838	543	31	512	64.8
British Executive Air Services	107	5 092	712	27 513	1 177	578	49.1	54	107	54	1	53	50.5
Management Aviation	76	1 229	380	4 100	525	311	59.2	17	45	25	2	23	55.6
North Scottish Helicopters	218	3 700	1 095	11 100	899	656	73.0	—	68	50	—	50	73.5
TOTAL	1 403	16 306	7 655	102 695	21 859	11 984	54.8	435	1 978	1 084	66	1 018	54.8

Domestic Class 7 Licence Operations—Nil April 1979

Table 28.3

42 All Exempt Operations April 1979

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	63	77	359	4 210	8 167	4 525	55.4	833	2 698	1 325	921	403	49.1
British Airtours	5	8	10	1 070	954	547	57.3	—	87	46	—	46	53.2
British Caledonian Airways	103	50	155	594	1 663	831	50.0	812	3 591	2 421	2 349	72	67.4
Air Anglia	4	7	13	36	30	23	75.6	—	2	2	—	2	67.9
Air Freight	11	38	53	885	367	267	72.8	—	32	20	—	20	62.6
Alidair	99	263	261	9 180	5 942	3 430	57.7	10	594	273	4	269	46.0
Britannia Airways	106	174	199	18 242	13 721	11 022	80.3	—	1 166	937	—	937	80.3
British Air Ferries	54	104	147	1 582	1 857	1 287	69.3	53	244	145	28	117	59.7
British Island Airways	89	144	243	3 047	3 407	2 875	84.4	187	516	335	91	244	64.8
British Midland Airways	196	289	374	9 932	5 358	2 636	49.2	1 210	4 653	3 386	3 180	206	72.8
Dan-Air Services	395	917	1 329	28 353	20 185	14 040	69.6	59	1 695	1 167	21	1 146	68.9
General Aviation Services	18	30	83	—	—	—	—	37	62	20	20	—	31.6
I.A.S. Cargo Airlines	256	80	358	—	—	—	—	847	9 833	4 862	4 862	—	49.4
Intra Airways	25	88	97	—	—	—	—	302	125	106	106	—	84.7
Laker Airways	3	1	4	245	267	258	96.6	—	24	21	—	21	86.3
Loganair	161	707	719	5 069	2 203	1 276	57.9	—	201	116	—	116	57.7
Monarch Airlines	20	15	32	714	3 212	1 078	33.6	—	312	98	—	98	31.4
Southern Int-Air Transport	2	3	7	53	178	55	30.6	—	14	5	—	5	36.5
Transmeridian Air Cargo	82	36	179	—	—	—	—	177	2 332	912	912	—	39.1
TOTAL	1 691	3 031	4 620	83 212	67 511	44 151	65.4	4 528	28 180	16 195	12 494	3 701	57.5

International Exempt Operations April 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	56	49	334	3 828	7 847	4 403	56.1	830	2 664	1 313	921	393	49.3
British Airtours	5	8	10	1 070	954	547	57.3	—	87	46	—	46	53.2
British Caledonian Airways	103	50	155	594	1 663	831	50.0	812	3 691	2 421	2 349	72	67.4
Air Anglia	1	2	4	18	13	13	100.0	—	1	1	—	1	85.7
Alldair	24	27	53	613	1 467	705	48.1	1	147	53	1	52	35.9
Britannia Airways	106	174	199	18 242	13 721	11 022	80.3	—	1 166	937	—	937	80.3
British Air Ferries	50	89	130	1 339	1 711	1 205	70.5	48	224	135	25	110	60.3
British Island Airways	42	48	93	2 830	3 312	2 825	85.3	1	302	240	1	240	79.6
British Midland Airways	132	51	191	—	—	—	—	1 193	4 133	3 176	3 176	—	76.8
Dan-Air Services	49	44	115	2 471	4 894	3 349	68.4	4	395	240	2	237	60.7
General Aviation Services	18	29	81	—	—	—	—	34	61	19	19	—	30.8
I.A.S. Cargo Airlines	256	80	358	—	—	—	—	847	9 833	4 862	4 862	—	49.4
Laker Airways	3	1	4	245	267	258	96.6	—	24	21	—	21	86.3
Monarch Airlines	20	15	32	714	3 212	1 078	33.6	—	312	98	—	98	31.4
Southern Int-Air Transport	2	3	7	53	178	55	30.6	—	14	5	—	5	36.5
Transmeridian Air Cargo	82	36	179	—	—	—	—	177	2 332	912	912	—	39.1
TOTAL	949	706	1 944	32 017	39 239	26 290	67.0	3 946	25 285	14 478	12 267	2 211	57.3

Domestic Exempt Operations April 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	7	28	25	382	320	122	38.3	4	34	11	1	11	33.6
Air Anglia	2	5	9	18	17	10	57.4	—	1	1	—	1	53.6
Air Freight	11	38	53	885	367	267	72.8	—	32	20	—	20	62.6
Alldair	75	236	209	8 567	4 475	2 725	60.9	10	448	221	3	217	49.3
British Air Ferries	4	15	17	243	146	82	56.2	5	20	10	3	7	52.4
British Island Airways	46	96	150	217	95	51	53.3	187	214	95	90	4	44.1
British Midland Airways	63	238	183	9 932	5 358	2 636	49.2	17	520	210	4	206	40.4
Dan-Air Services	347	873	1 213	25 882	15 291	10 692	69.9	54	1 299	927	19	909	71.4
General Aviation Services	—	1	1	—	—	—	—	4	1	1	1	—	100.0
Intra Airways	25	88	97	—	—	—	—	302	125	106	106	—	84.8
Loganair	161	707	719	5 069	2 203	1 276	57.9	—	201	116	—	116	57.7
TOTAL	742	2 325	2 676	51 195	28 272	17 861	63.2	582	2 895	1 718	227	1 491	59.3

Class 5 Operations for UK Operators April 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-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	8	3	10	268	1 576	716	45.4	..	144	62	—	—	62	43.1
British Caledonian Airways	6	2	8	241	1 081	693	64.1	..	105	62	—	—	62	59.0
Air-Bridge Carriers	72	180	158	5 888	5 285	2 400	45.4	..	470	197	—	5	192	41.9
Alidair	36	89	129	2 319	2 206	954	43.2	..	221	92	—	14	78	41.6
British Air Ferries	5	14	17	231	65	55	84.6	..	23	14	—	9	5	60.9
Dan-Air Services	24	14	37	1 407	3 253	2 394	73.6	..	259	191	—	—	191	73.7
Express Air Services C.I.	11	54	40	1 851	550	380	69.1	..	46	31	—	—	31	67.4
General Aviation Services	4	26	23	—	—	—	—	..	14	1	—	1	—	7.1
Intra Airways	8	10	11	531	573	445	77.7	..	60	39	—	—	39	65.0
Invicta International Airlines	13	6	28	—	—	—	—	..	804	781	—	781	—	97.1
Laker Airways	7	3	10	636	2 304	1 301	56.5	..	234	105	—	—	105	44.9
Monarch Airlines	13	9	20	758	1 982	1 258	63.5	..	193	114	—	—	114	59.1
Pelican Air Transport	16	5	22	—	—	—	—	..	672	312	—	312	—	46.4
Southern Int-Air Transport	57	257	228	11 395	4 234	2 666	63.0	..	326	211	—	—	211	64.7
TOTAL	280	672	741	25 525	23 109	13 262	57.4	..	3 571	2 212	—	1 122	1 090	61.9

Class 5 Operations for Non-UK Operators April 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-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	103	40	157	4 229	19 376	10 839	55.9	..	1 763	950	—	—	950	53.9
British Caledonian Airways	79	25	107	—	—	—	—	..	2 594	2 217	—	2 217	—	85.5
Air Freight	11	29	49	—	—	—	—	..	41	27	—	27	—	65.9
British Island Airways	22	58	74	—	—	—	—	..	102	48	—	46	—	45.1
British Midland Airways	666	418	997	38 542	106 560	57 343	53.8	..	19 980	5 893	—	1 420	4 473	29.5
Dan-Air Services	3	2	4	219	308	283	91.9	..	25	23	—	—	23	92.0
I.A.S. Cargo Airlines	300	87	435	—	—	—	—	..	12 100	7 605	—	7 605	—	62.9
Laker Airways	223	60	297	4 977	42 530	22 729	53.4	..	4 276	1 738	—	—	1 738	40.6
Monarch Airlines	5	3	8	136	871	313	35.9	..	85	28	—	—	28	32.9
Pelican Air Transport	43	10	58	—	—	—	—	..	1 873	1 122	—	1 122	—	59.9
Tradewinds Airways	64	14	86	—	—	—	—	..	2 683	1 628	—	1 628	—	60.7
Transmeridian Air Cargo	33	6	66	—	—	—	—	..	905	725	—	725	—	80.1
TOTAL	1 552	752	2 339	48 103	169 645	91 507	53.9	..	46 427	22 002	—	14 790	7 212	47.4

Aircraft Type and Utilisation—All Airlines April 1979

Table 31.1

	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
Aerospatiale SA330J Puma	✕ 166	660	—	814	—	7 817	1 966	10	2.9
Aviation Traders Carvair	1	—	3	—	5	—	—	1	3.2
Aviation Traders Merchantman	298	—	345	9	634	—	—	6	4.4
AW650 Argosy	56	—	147	—	201	—	—	3	1.5
BAC 111-200	724	1 595	—	1 707	—	72 157	37 466	9	5.9
BAC 111-300/400	2 431	2 397	—	4 443	—	141 754	162 166	20	5.4
BAC 111-500	4 012	5 797	39	7 943	46	418 486	315 986	36	6.1
BAC/Aerospatiale Concorde	992	176	—	702	—	9 246	57 824	5	4.2
Bell 212 Twin	✕ 123	5 483	—	805	—	29 816	665	10	1.8
Boeing 707-120/120B	186	125	—	296	—	16 915	26 290	1	3.5
Boeing 707-320C/336	5 780	1 293	732	4 783	3 209	101 712	313 981	36	7.6
Boeing 707-420	1 001	534	—	1 592	—	74 666	141 922	9	6.2
Boeing 720/720B	584	320	—	875	—	44 203	85 736	5	6.6
Boeing 727-100	1 565	779	—	2 331	—	88 433	186 183	8	8.0
Boeing 737-200	3 604	2 126	—	5 804	—	249 285	426 381	18	8.6
Boeing 747-100	4 869	1 246	—	6 631	—	179 652	1 273 283	18	10.7
Boeing 747-200	2 161	510	—	2 586	—	77 360	582 370	7	11.8
Bristol Britannia 300	221	—	129	—	487	—	—	4	3.5
Britten-Norman Islander	168	1 911	—	796	—	6 701	569	10	1.7
Britten-Norman Trislander	225	2 588	—	1 131	—	24 965	1 924	14	1.9
Canadair CL 44	606	—	209	—	1 238	—	—	9	4.4
Cessna 404 Titan	72	176	—	293	—	1 009	424	..	..
DC3 Dakota/Pionair	76	136	193	117	262	2 860	484	8	1.8
DH 106 Comet 4B/C	601	454	—	1 065	—	46 922	62 103	7	2.9
DHC 6 Twin-Otter	210	931	—	942	—	8 090	2 044	5	3.3
Embraer Bandeirante	10	18	—	32	—	118	65	..	..
Fairchild Hillier FH227B	9	—	36	—	31	—	—	—	—
Fokker Friendship 100/600	442	1 433	—	1 326	—	27 825	9 715	8	6.0
Hawker Siddeley 121 Trident 1C	611	1 056	—	1 284	—	70 862	42 158	11	3.1
Hawker Siddeley 121 Trident 1E	282	568	—	632	—	46 340	22 772	4	4.1
Hawker Siddeley 121 Trident 2E	1 700	1 550	—	2 938	—	107 930	114 153	16	5.2
Hawker Siddeley 121 Trident 3B	2 503	3 461	—	5 014	—	335 601	233 782	25	4.5
HP Herald 100/200	915	2 778	797	2 608	847	77 512	18 330	31	3.5
HS 748	618	1 983	—	2 188	—	50 116	18 147	20	3.3
Lockheed L1011 Tristar	1 164	591	—	1 787	—	97 196	183 067	9	5.3
MBB BO 105	✕ 266	4 714	27	1 324	9	14 142	794	3	(a) 3.2
McDonnell-Douglas DC10-10	1 335	240	—	1 800	—	49 769	301 118	6	10.5
McDonnell-Douglas DC8-54F/55F	1 083	—	358	—	1 538	—	—	6	7.4
McDonnell-Douglas DC9-10 to 40	155	497	—	416	—	22 800	7 195	2	6.7
McDonnell-Douglas DC10-30	927	210	—	1 183	—	19 820	135 390	3	12.2
Piper PA23 Aztec (and Apache)	✕ —	—	—	—	—	—	—	1	0.4
Piper PA31 Navajo (All Series)	174	879	—	698	—	2 919	623	9	(b) 2.5
Sikorsky S61N	✕ 805	5 139	—	4 400	—	60 542	8 917	43	(a) 3.3
Sikorsky S58T	✕ 45	344	36	234	15	1 988	258	6	1.1
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 125	1 025	—	3 003	—	52 521	284 745	15	8.5
Vickers Viscount 700	155	382	—	456	—	13 020	5 329	6	1.9
Vickers Viscount 700D/800/810	1 329	4 657	30	4 465	39	177 974	54 763	34	4.1
Westland Wessex	✕ 45	855	—	324	—	4 100	216	3	3.3
TOTAL	48 429	61 617	3 081	81 777	8 561	2 835 144	5 121 303	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

April 1979

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours 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	82	374	—	278	—	8 253	2 098	2	4.0
Vickers Viscount 700D/800/810	719	2 628	—	2 489	—	104 016	30 356	19	3.9
BAC 111-300/400	590	1 133	—	1 243	—	51 316	25 369	7	4.9
BAC 111-500	1 617	3 321	—	3 477	—	212 778	99 582	18	5.6
Hawker Siddeley 121 Trident 2E	1 700	1 550	—	2 938	—	107 930	114 153	16	5.2
Aviation Traders Merchantman	262	—	306	9	551	—	—	5	4.6
Hawker Siddeley 121 Trident 1C	611	1 056	—	1 284	—	70 862	42 158	11	3.1
Hawker Siddeley 121 Trident 3B	2 503	3 461	—	5 014	—	335 601	233 782	25	4.5
Hawker Siddeley 121 Trident 1E	282	568	—	632	—	46 340	22 772	4	4.1
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 125	1 025	—	3 003	—	52 521	284 745	15	8.5
Lockheed L1011 Tristar	1 164	591	—	1 787	—	97 196	183 067	9	5.3
Boeing 707-320C/336	2 073	390	244	1 705	1 125	23 666	116 764	11	7.1
Boeing 747-100	4 869	1 246	—	6 631	—	179 652	1 273 283	18	10.7
Boeing 747-200	2 161	510	—	2 586	—	77 360	582 370	7	11.8
BAC/Aerospatiale Concorde	992	176	—	702	—	9 246	57 824	5	4.2
TOTAL	22 751	18 029	550	33 778	1 676	1 376 737	3 068 322	173	6.0
British Airtours									
Boeing 707-420	1 000	534	—	1 592	—	74 666	141 923	9	6.2
British Airways Helicopters									
Sikorsky S61N	441	2 850	—	2 192	—	37 039	5 244	24	2.9
Sikorsky S58T	8	107	—	46	—	537	42	2	0.8
Bell 212 Twin	10	316	—	52	—	1 965	60	2	1.6
TOTAL	459	3 273	—	2 290	—	39 541	5 346	28	2.7
British Caledonian Airways									
Piper PA31 Navajo (All Series)	38	207	—	184	—	531	90	2	2.2
BAC 111-200	525	1 301	—	1 289	—	56 695	24 859	7	5.7
BAC 111-500	890	1 206	39	1 758	46	79 920	63 473	9	5.6
Boeing 707-320C/336	1 615	312	160	1 458	718	17 247	83 276	8	9.1
McDonnell-Douglas DC10-30	927	210	—	1 183	—	19 820	135 390	3	12.2
Sikorsky S61N	22	546	—	137	—	5 993	240	1	3.9
TOTAL	4 016	3 782	199	6 009	764	180 206	307 328	30	6.9
Air Anglia									
Fokker Friendship 100/600	442	1 433	—	1 326	—	27 825	9 715	8	6.0
Piper PA31 Navajo (All Series)	123	604	—	457	—	2 148	485	7	2.6
TOTAL	565	2 037	—	1 783	—	29 973	10 200	15	4.4
Air Freight									
DC3 Dakota/Pionair	32	38	74	53	95	885	267	4	1.4
Fairchild Hillier FH227B	9	—	36	—	31	—	—	—	—
TOTAL	41	38	110	53	126	885	267	4	1.4
Air Wales									
Piper PA31 Navajo (All Series)	14	68	—	57	—	240	48	..	..
Embraer Bandeirante	10	18	—	32	—	118	65	..	..
TOTAL	23	86	—	89	—	358	113	..	..

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	72	176	—	293	—	1 009	424	..	..
Air-Bridge Carriers									
AW650 Argosy	56	—	147	—	201	—	—	3	1.5
Aviation Traders Merchantman	36	—	39	—	83	—	—	1	3.3
HP Herald 100/200	—	—	—	—	—	—	—	—	0.9
TOTAL	92	—	186	—	284	—	—	4	1.6
Alidair									
Vickers Viscount 700	155	382	—	456	—	13 020	5 329	6	1.9
Aurigny Air Services									
Britten-Norman Trislander	114	1 936	—	549	—	20 123	1 114	6	1.6
Britten-Norman Islander	16	218	—	77	—	955	72	2	0.7
TOTAL	130	2 154	—	626	—	21 078	1 186	8	1.4
Bristow Helicopters									
Sikorsky S61N	341	1 739	—	2 064	—	17 498	3 431	18	3.8
Westland Wessex	45	855	—	324	—	4 100	216	3	3.3
Sikorsky S58T	10	89	—	67	—	405	46	2	1.0
Bell 212 Twin	6	75	—	41	—	338	27	1	1.9
Aerospatiale SA330J Puma	166	660	—	814	—	7 817	1 966	10	2.9
TOTAL	568	3 418	—	3 310	—	30 158	5 686	34	3.1
Britannia Airways									
Boeing 737-200	3 604	2 126	—	5 804	—	249 285	426 381	18	8.6
British Air Ferries									
HP Herald 100/200	59	87	31	114	50	1 813	1 342	7	1.1
Aviation Traders Carvair	1	—	3	—	5	—	—	1	3.2
TOTAL	60	87	34	114	55	1 813	1 342	8	1.4
British Executive Air Services									
Bell 212 Twin	107	5 092	—	712	—	27 513	578	7	1.8
British Island Airways									
HP Herald 100/200	780	2 557	541	2 349	637	71 481	15 808	19	5.4
BAC 111-300/400	179	151	—	317	—	9 965	12 510	3	2.0
TOTAL	959	2 708	541	2 666	637	81 446	28 318	22	4.9
British Midland Airways									
Vickers Viscount 700D/800/810	480	1 638	—	1 591	—	55 825	18 834	10	5.0
McDonnell-Douglas DC9-10 to 40	155	497	—	416	—	22 800	7 195	2	6.7
Boeing 707-320C/336	798	418	51	997	191	38 542	57 343	8	5.5
TOTAL	1 434	2 553	51	3 004	191	117 167	83 372	20	5.3
Brymon Airways									
Britten-Norman Islander	27	166	—	135	—	536	103	—	—
HP Herald 100/200	27	80	—	105	—	2 367	800	1	3.4
DHC 6 Twin-Otter	89	443	—	400	—	3 384	779	2	4.4
TOTAL	144	689	—	640	—	6 287	1 683	3	4.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1979	Daily utilisation per aircraft (hrs) Quarter ended March 1979
Dan-Air Services									
HS 748	536	1 609	—	1 910	—	41 863	16 049	18	3.3
BAC 111-200	199	294	—	418	—	15 462	12 607	2	6.8
BAC 111-300/400	753	584	—	1 335	—	41 548	57 130	5	6.7
BAC 111-500	999	842	—	1 801	—	85 772	104 862	6	7.7
DH 106 Comet 4B/C	601	454	—	1 065	—	46 922	62 103	7	2.9
Boeing 727-100	1 565	779	—	2 331	—	88 433	186 183	8	8.0
Boeing 707-320C/336	40	24	—	62	—	3 239	5 402	1	3.7
TOTAL	4 692	4 586	—	8 922	—	323 239	444 335	47	5.1
Express Air Services C.I.									
HP Herald 100/200	48	54	225	40	160	1 851	380	4	1.2
General Aviation Services									
DC3 Dakota/Pionair	22	—	56	—	106	—	—	2	3.8
Haywards Aviation									
Britten-Norman Islander	14	92	—	67	—	294	44	1	0.7
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.4
TOTAL	14	92	—	67	—	294	44	2	0.5
I.A.S. Cargo Airlines									
McDonnell-Douglas DC8-54F/55F 773	—	—	247	—	1 089	—	—	4	8.4
Intra Airways									
DC3 Dakota/Pionair	21	98	63	64	61	1 975	216	2	1.3
Vickers Viscount 700D/800/810	71	136	25	153	36	6 685	2 852	3	1.8
TOTAL	92	234	88	217	97	8 660	3 069	5	1.5
Invicta International Airlines									
Bristol Britannia 300	92	—	82	—	216	—	—	2	2.2
Laker Airways									
BAC 111-300/400	909	529	—	1 548	—	38 925	67 157	5	6.3
McDonnell-Douglas DC10-10	1 335	240	—	1 800	—	49 769	301 118	6	10.5
Boeing 707-320C/336	405	149	—	561	—	19 018	51 196	2	12.3
TOTAL	2 650	918	—	3 909	—	107 712	419 471	13	9.0
Loganair									
Britten-Norman Trislander	111	652	—	582	—	4 842	810	8	2.1
Britten-Norman Islander	110	1 435	—	517	—	4 916	350	7	2.2
DHC 6 Twin-Otter	121	488	—	542	—	4 706	1 265	3	2.5
TOTAL	343	2 575	—	1 641	—	14 464	2 424	18	2.2
Management Aviation									
Sikorsky S58T	27	148	36	121	15	1 046	170	2	1.8
MBB BO 105	49	1 018	27	235	9	3 054	141	3	3.2
TOTAL	76	1 166	63	356	24	4 100	311	5	2.7

Table 31.2 cont.

	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				
Monarch Airlines									
BAC 111-500	507	428	—	907	—	40 016	48 068	3	6.6
Boeing 707-120/120B	186	125	—	296	—	16 915	26 290	1	3.5
Boeing 720/720B	584	320	—	875	—	44 203	85 736	5	6.6
TOTAL	1 277	873	—	2 078	—	101 134	160 095	9	6.3
North Scottish Helicopters									
Sikorsky S61N	1	4	—	7	—	12	3	..	..
MBB BO 105	217	3 696	—	1 089	—	11 088	653	..	..
TOTAL	218	3 700	—	1 096	—	11 100	656	..	..
Pelican Air Transport									
Boeing 707-320C/336	315	—	100	—	424	—	—	2	9.4
Redcoat Air Cargo									
Bristol Britannia 300	129	—	47	—	271	—	—	2	4.7
Scimitar Airlines									
Boeing 707-320C/336	127	—	51	—	186	—	—	1	5.5
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	59	255	5	232	3	11 448	2 721	2	2.7
Tradewinds Airways									
Canadair CL 44	192	—	65	—	381	—	—	2	5.9
Boeing 707-320C/336	406	—	126	—	565	—	—	3	6.9
TOTAL	599	—	191	—	946	—	—	5	6.5
Transmeridian Air Cargo									
Canadair CL 44	413	—	144	—	857	—	—	7	4.0
McDonnell-Douglas DC8-54F/55F	311	—	111	—	449	—	—	2	5.1
TOTAL	724	—	255	—	1 306	—	—	9	5.4
GRAND TOTAL	48 429	61 617	3 081	81 777	8 561	2 835 144	5 121 303	521	5.1

Operations Subject to Variable Charge by Type of Licence April 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	697 510	423 765	99 180	324 583	60.8
Class 2	14 616	9 233	—	9 233	63.1
Class 3	114 661	95 981	—	95 981	83.7
Class 4	14 094	11 228	—	11 228	79.6
Class 5A	3 101	2 015	1 117	898	64.9
Class 6	87 184	56 982	56 982	—	65.3
Class 7	1 749	954	63	891	54.5
TOTAL	932 915	600 158	157 343	442 813	64.3
Non-chargeable Operations					
Aircraft hired from Foreign Operators	28 137	20 697	6 147	14 550	73.5
Exempt Services	20 271	11 334	7 632	3 701	55.9
Class 5B	46 427	22 002	14 790	7 212	47.3
Small Aircraft Operations	880	461	9	452	52.3
TOTAL	95 715	54 494	28 578	25 916	56.9
GRAND TOTAL	1 028 630	654 652	185 921	468 729	63.6

Output by Type of Licence and Aircraft Ownership April 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	698 161	1 610	21 301	721 072
Class 2	14 616	—	—	14 616
Class 3	114 661	—	—	114 661
Class 4	14 094	16	—	14 109
Class 6	87 184	1 001	—	88 185
Class 7	1 978	—	—	1 978
Exempt Services	20 271	1 074	6 835	28 180
TOTAL	950 966	3 700	28 137	982 802
Class 5A	3 101	470	—	3 571
Class 5B	46 427	—	—	46 427
TOTAL	49 528	470	—	49 998
GRAND TOTAL	1 000 494	4 170	28 137	1 032 800

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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	1 443	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
Ecureil	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

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

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

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.

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.

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.

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.