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Civil Aviation Authority



CAA Monthly Statistics
(up to and including August 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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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)
Kingsway
London WC2B 6TE Ext. 2519 (Airport and Airpassenger Statistics)

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—August 1979

Activity at UK Airports

During August 1979 the number of air transport movements reported by UK airports reached a level of 89 000 (an increase of 8.3 per cent when compared with the same month in the previous year). 4.7 per cent of these were all-freight movements. The London area airports handled 43 000 air transport movements (5.2 per cent increase when compared with August 1978) of which all-freight movements were 4.4 per cent of the total. Gatwick reported the greatest increase in movements handled (1 316 additional movements; 12.1 per cent increase) followed by Heathrow with 686 additional movements (2.7 per cent growth), Luton with 326 additional movements (13.7 per cent growth) and Stansted with 46 additional movements (10.8 per cent growth). Southend reported a decrease in the number of movements handled (248 fewer movements; 16.0 per cent decline). Outside the London area, UK airports handled 47 000 air transport movements (11.2 per cent increase when compared with August 1978). The proportion of all-freight movements was 4.9 per cent of the total. Edinburgh reported the greatest increase in movements handled (653 additional movements; 31.5 per cent growth) followed by Liverpool with 616 additional movements (63.9 per cent growth) possibly brought about by the closure at night of Manchester airport. Glasgow reported 477 additional movements (10.9 per cent growth). Tees-side reported the greatest decrease in movements handled (224 fewer movements; 16.5 per cent decline) followed by Lydd with 95 fewer movements (24.5 per cent decline) and Cardiff with 50 fewer movements (5.6 per cent decline). The number of scheduled air transport movements handled by UK airports rose by 8.2 per cent and the number of charter movements rose by 8.5 per cent. The UK operators' share of scheduled movements rose by 1.1 percentage points to stand at 77.2 per cent of the total and their share of charter movements rose marginally to stand at 83.1 per cent of the total.

The number of terminal passengers reported by UK airports reached a level of 6.4 million during August 1979 (an increase of 10.7 per cent when compared with the same month in the previous year), 4.4 million of these were handled at the London area airports (an increase of 9.1 per cent). Heathrow reported the greatest increase in passengers handled (246 270 additional passengers; 8.9 per cent growth) followed by Gatwick with 116 205 additional passengers (11.6 per cent growth), Luton with 17 404 additional passengers (6.4 per cent growth) and Stansted with 1 030 additional passengers (3.0 per cent growth). Southend reported 6 620 fewer passengers; 21.3 per cent decline.

UK airports outside the London area handled 2.0 million passengers (14.2 per cent increase as compared with August 1978). Manchester reported the greatest increase in passengers handled (59 320 additional passengers; 14.8 per cent growth) followed by Belfast and Liverpool (36 654 additional passengers; 26.1 per cent growth and 23 893 additional passengers; 61.5 per cent growth respectively). Tees-side reported the greatest fall in passengers handled (2 811 fewer passengers; 9.3 per cent decline) followed by Kirkwall and Penzance (864 fewer passengers; 7.7 per cent decline and 626 fewer passengers; 4.2 per cent decline respectively). The number of scheduled passengers handled by UK airports rose by 12.1 per cent and the number of charter passengers rose by 7.1 per cent. The UK operators' share of scheduled passengers rose by 1.6 percentage points to stand at 63.7 per cent of the total and their share of charter passengers rose marginally to stand at 74.8 per cent of the total.

4.9 million passengers travelled on international services during August 1979 (an increase of 8.9 per cent when compared with the same month in the previous year). The most heavily used scheduled services were those to the USA (carrying 19.2 per cent of all international scheduled passengers) followed by those to France (9.2 per cent) and those to the Irish Republic (8.4 per cent). The most heavily used charter services were those to Spain (carrying 35.6 per cent of all international charter passengers) followed by those to Italy and Greece (12.0 per cent and 11.2 per cent respectively). 1.5 million passengers travelled on domestic services during August 1979 (16.3 per cent increase when compared with August 1978). With the exception of Penzance services, which declined by 4.2 per cent, there were increases in the number of passengers using all the main domestic routes. Belfast routes carried 26.1 per cent more passengers, Glasgow and Channel Islands routes each carried 18.2 per cent more, London area routes carried 17.6 per cent more, Edinburgh routes carried 10.0 per cent more and Isle of Man routes carried 8.0 per cent more passengers.

UK airports handled 59 000 tonnes of cargo during August 1979 (an increase of 1.1 per cent when compared with the same month in the previous year). The proportion carried on all-freight services was 48.5 per cent of the total. The London area airports accounted for 47 000 tonnes (a fall of 0.3 per cent when compared with August 1978) of which 44.1 per cent was carried on all-freight flights. Heathrow reported the greatest increase in tonnage handled (1 269 additional tonnes; 3.5 per cent growth) followed by Gatwick with 169

additional tonnes (2.0 per cent growth) and Luton with 64 additional tonnes (17.0 per cent growth). Stansted reported the heaviest fall in tonnage handled (1 587 fewer tonnes; 80.9 per cent decline). Southend reported 37 fewer tonnes (5.9 per cent decline). UK airports outside the London area handled 11 000 tonnes of cargo (7.4 per cent growth as compared with August 1978) of which 66.9 per cent was carried on all-freight flights. Liverpool reported the greatest increase in tonnage handled (1 216 additional tonnes; more than one-fold growth) followed by Aberdeen with 188 additional tonnes (38.1 per cent growth) and Prestwick with 135 additional tonnes (10.7 per cent growth). Manchester reported the heaviest fall in tonnage handled (855 fewer tonnes; 38.2 per cent decline) followed by Bournemouth and Southampton (78 fewer tonnes; 8.4 per cent decline and 31 fewer tonnes; 14.8 per cent decline respectively). The number of scheduled tonnes handled by UK airports rose by 12.1 per cent and the number of charter tonnes rose by 7.1 per cent. The UK operators' share of scheduled tonnage declined marginally to stand at 45.7 per cent of the total whilst their share of charter tonnage rose by 5.0 per cent to stand at 90.9 per cent of the total.

Output of UK Airlines

The output of UK airlines for all services in August 1979 was 1 262 million available tonne-kilometres, an increase of 7.4 per cent on August, 1978.

The scheduled service output of 867 million available tonne-kilometres was 12.5 per cent more than a year earlier. The overall load factor was 68.2 per cent, compared with 64.5 the previous year. Seat kilometres used were 75.3 per cent of those available. Seat factors on domestic and international scheduled services were 68.6 and 75.7 per cent respectively compared with 65.4 and 71.6 per cent a year earlier. The non-scheduled output of 395 million available tonne-kilometres was 2.5 per cent lower than in August 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 31.5 and 186.6 million available tonne-kilometres respectively compared with 55.9 and 144.6 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 August 1979

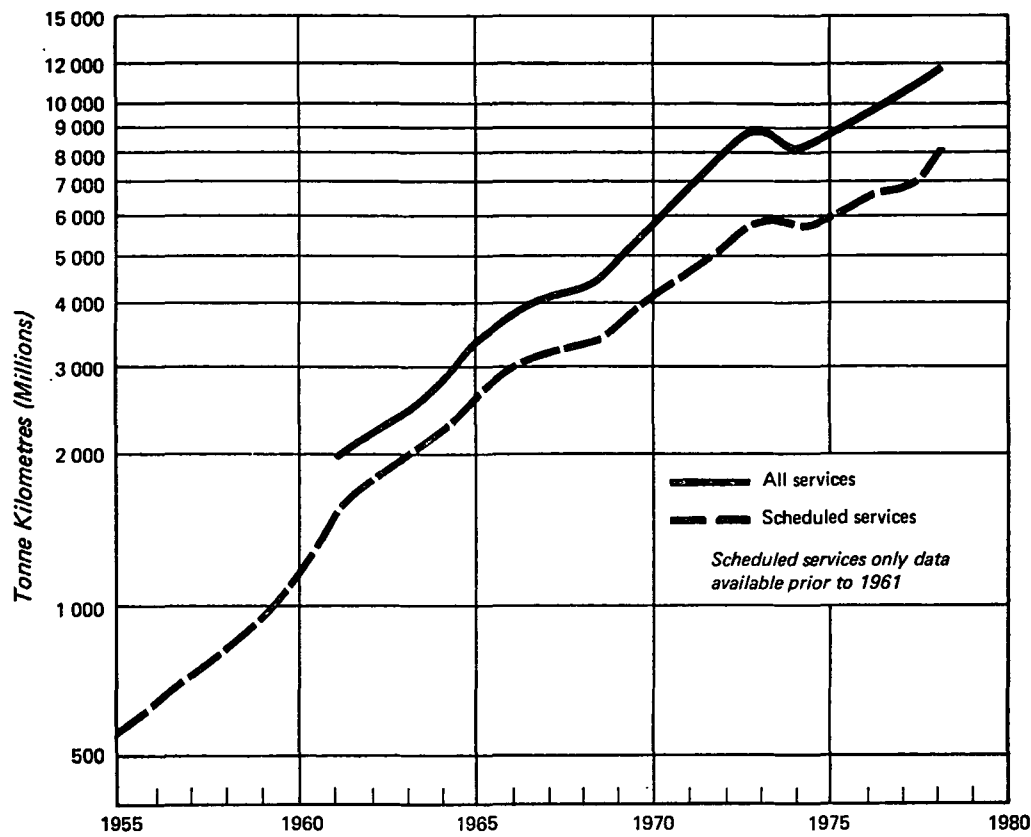
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	27 582	49.85	100	100.00
Gatwick	8 435	15.24	98	50.15
Manchester	3 617	6.54	95	34.91
Glasgow	2 328	4.21	93	28.37
Luton	2 196	3.97	90	24.17
Birmingham	1 432	2.59	88	20.20
Belfast	1 335	2.41	86	17.61
Aberdeen	1 253	2.26	83	15.20
Edinburgh	1 218	2.20	81	12.93
Newcastle	825	1.49	79	10.73
East Midlands	587	1.06	76	9.24
Liverpool	455	0.82	74	8.18
Prestwick	407	0.73	71	7.36
Isle of Man	372	0.67	69	6.62
Leeds/Bradford	357	0.64	67	5.95
Stansted	341	0.62	64	5.31
Southampton	318	0.57	62	4.69
Tees-side	286	0.52	60	4.12
Cardiff	253	0.46	57	3.60
Bristol	242	0.44	55	3.14
Southend	196	0.35	52	2.70
Other 21 Airports	1 300	2.35	50	2.35

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	7 480	59.84	100	100.00
British Caledonian	976	7.81	98	40.17
Laker Airways	703	5.62	95	32.36
Dan Air Services	506	4.05	93	26.73
Britannia Airways	506	4.05	90	22.67
IAS Cargo Airlines	478	3.82	88	18.64
British Midland Airways	322	2.58	85	14.82
Transmeridian Air Cargo	299	2.39	83	12.24
Tradewinds Airways	270	2.16	80	9.85
British Airtours	260	2.08	78	7.69
Monarch Airlines	225	1.80	76	5.61
Pelican Air Transport	124	0.99	73	3.81
Scimitar Airlines	76	0.61	71	2.82
British Island Airways	57	0.46	68	2.21
Air Anglia	44	0.35	66	1.75
Air Europe	32	0.26	63	1.40
Redcoat Air Cargo	27	0.22	61	1.14
Air Transcontinental	24	0.19	59	0.93
Air Bridge Carriers	21	0.17	56	0.74
Invicta International	12	0.10	54	0.57
British Airways Helicopters	12	0.10	51	0.47
Bristow Helicopters	11	0.09	49	0.38
Others (19 airlines)	36	0.29	46	0.29

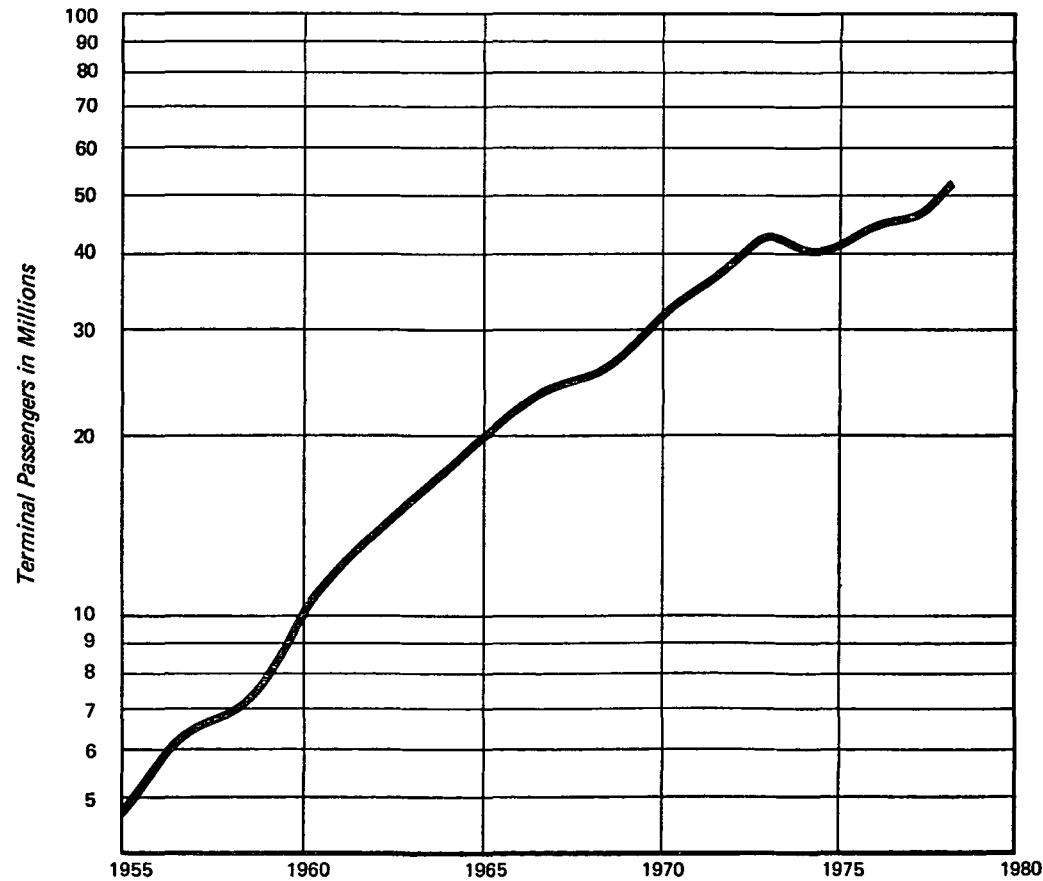
Output of UK Airlines

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	2 540
1975	1 911	701	41 846	8 927	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	1 981	827	52 160	11 970	8 095	3 875
Year ended						
August 1978	1 954	804	49 533	11 649	7 835	3 813
August 1979	2 085	873	55 335	12 522	8 570	3 951
Latest year's growth (percentages)						
	6.7	8.6	11.7	7.5	9.4	3.6
Mean rates of growth (percentages) to 1978						
20 years	6.3	3.9	9.6	..	10.8	..
10 years	3.7	3.4	5.9	8.8	7.9	11.3
5 years	1.4	3.9	6.4	9.4	8.5	11.3

With effect from April 1978, Sumburgh not included in Airport figures.

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
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
1979 2nd quarter	236.3	15 093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
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
May	73.6	4 478.3	42.2	2 174.3	15.9	8 92.1	13.1	1 188.1	2.4	223.9
June	78.2	5 116.5	43.9	2 352.1	17.5	1 082.5	13.6	1 339.5	3.2	342.5
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
August	82.6	5 858.7	46.6	2 589.9	17.6	1 262.3	14.7	1 579.8	3.7	426.8
1979 January	58.0	3 171.2	33.1	1 564.2	12.5	554.8	11.1	974.6	1.3	77.6
February	56.2	2 991.0	33.9	1 588.0	10.9	550.3	10.4	787.8	1.1	64.9
March	67.0	3 892.9	40.0	2 050.6	13.6	699.0	11.8	1 021.2	1.6	122.0
April	72.8	4 588.7	43.3	2 316.3	14.9	871.0	12.8	1 230.7	1.9	170.8
May	81.1	4 940.9	47.5	2 471.2	17.1	944.0	13.7	1 266.6	2.8	259.1
June	82.4	5 563.8	46.8	2 600.5	18.4	1 122.8	13.5	1 445.7	3.6	394.8
July	89.7	6 361.7	50.6	2 921.4	19.7	1 274.5	15.2	1 692.6	4.3	473.1
August	89.4	6 483.7	51.2	2 978.8	19.2	1 353.2	15.1	1 695.1	3.9	456.5

NOTE: 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
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.5	13.5	9.7
March	160.4	73.0	65.8	7.2	87.4	64.8	13.5	9.1
April	172.0	70.8	64.5	6.3	101.3	72.0	17.4	11.9
May	192.3	81.2	73.6	7.6	111.2	83.2	17.1	10.9
June	186.7	86.0	78.2	7.8	100.7	80.0	11.9	8.8
July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
August	203.9	90.5	82.6	7.9	113.4	87.8	17.8	7.8
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	73.8	6.4	105.3	85.0	10.8	9.5
May	202.0	89.2	81.1	8.0	112.8	88.7	12.0	12.1
June	207.3	90.2	82.4	7.9	117.0	93.0	13.5	10.4
July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4
August	222.0	98.5	89.4	9.1	123.5	101.7	13.0	8.8

NOTE: With effect from April 1978 Sumburgh not included.

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channe Islands (000)
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1978	410.5	16.3	24.3	46.7	131.9	32.1	95.9	8.5	27.9	33.3	95.9
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	8.2	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	8.3	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	8.0	23.1	2.0	5.6	7.5	19.9
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	7.8	20.8	2.0	4.6	6.9	15.2
2nd quarter	116.6	4.6	7.1	13.0	36.8	8.7	28.1	2.8	9.2	9.5	27.4
1978 January	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6
March	31.3	1.2	1.9	3.5	10.3	5.9	6.8	0.6	2.0	2.4	7.1
April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	2.8	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	2.8	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	2.8	9.7	0.9	3.4	3.6	11.5
1979 January	29.5	0.9	1.7	3.2	9.9	2.5	6.2	0.7	1.3	2.1	4.5
February	28.1	0.9	1.5	2.9	9.5	2.4	6.8	0.6	1.3	2.2	4.5
March	33.3	1.2	1.9	3.6	11.0	2.9	7.8	0.7	2.0	2.5	6.2
April	37.1	1.4	2.1	3.9	11.2	2.8	7.8	0.8	2.9	2.8	8.6
May	39.6	1.6	2.5	4.5	12.9	2.9	9.9	1.0	3.2	3.1	9.6
June	39.9	1.6	2.6	4.5	12.7	2.9	10.4	1.0	3.1	3.6	9.2
July	43.7	1.8	2.6	4.9	14.1	2.9	11.1	1.1	3.4	4.1	10.5
August	43.0	2.0	2.5	4.7	14.2	3.4	11.0	1.1	3.5	4.1	11.4

NOTE: With effect from April 1978 Sumburgh not included.

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Isle of Belfast 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
2nd quarter	10 495·6	115·6	229·3	436·3	1 406·8	106·1	1 549·4	66·7	218·8	468·9	629·7
1978 January	2 253·5	13·9	31·0	79·0	287·2	67·9	243·5	12·8	20·0	92·2	65·9
February	1 956·0	15·5	35·2	74·5	280·6	72·8	245·5	8·3	18·1	78·8	66·9
March	2 670·7	27·1	51·3	103·0	346·4	91·5	315·3	20·6	46·4	109·9	125·0
April	2 791·7	27·8	52·7	102·2	351·3	28·7	352·2	14·8	53·1	104·3	149·0
May	3 129·2	32·0	69·6	133·5	416·6	29·5	458·7	19·9	69·9	119·3	207·1
June	3 544·7	32·8	74·9	154·1	480·5	32·7	550·1	23·3	73·0	150·5	207·5
July	4 194·0	41·1	87·0	160·5	544·0	35·5	602·6	27·7	82·3	193·7	255·8
August	4 099·7	46·7	82·7	160·2	511·0	36·0	608·8	31·4	91·9	190·4	276·3
1979 January	2 334·3	13·5	35·0	77·4	298·0	24·3	262·4	19·0	21·2	85·9	56·7
February	2 102·0	15·1	39·5	75·3	305·3	24·8	300·4	18·3	19·9	90·4	63·2
March	2 745·3	27·1	53·6	102·5	395·0	32·4	370·6	15·1	38·0	113·2	106·5
April	3 310·1	38·7	66·3	119·1	403·1	33·1	393·7	19·1	64·6	141·1	174·8
May	3 388·0	37·6	76·1	149·8	476·0	34·8	536·0	21·3	74·8	146·6	218·0
June	3 797·4	39·4	87·0	167·4	527·8	38·2	619·7	26·2	79·4	181·2	236·9
July	4 377·7	43·9	92·0	181·0	598·4	39·4	686·8	29·1	83·0	230·4	269·7
August	4 473·7	51·8	90·8	181·8	565·9	43·3	710·8	34·1	96·5	235·0	295·9

NOTE: With effect from April 1978 Sumburgh not included.

Cargo Taken Up and Set Down by Airports

Table 7

Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1978	611.7	6.8	7.7	2.0	43.2	1.8	46.0	0.2	10.6	16.2	18.7
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.4	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	0.5	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	0.4	12.4	0.1	2.6	4.1	4.2
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	0.4	13.3	0.1	2.7	4.2	3.9
2nd quarter	161.8	1.6	2.3	0.6	11.6	0.4	12.6	0.1	3.3	4.0	4.9
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3
March	53.9	0.6	0.5	0.1	3.6	0.3	3.8	—	1.2	1.6	2.0
April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.2	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.2	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.2	3.4	—	1.0	1.3	1.8
1979 January	53.4	0.5	1.7	1.5	4.3	0.1	4.8	—	0.9	1.5	1.0
February	53.1	0.4	0.7	0.3	3.7	0.1	4.1	—	0.7	1.3	1.2
March	59.7	0.6	0.6	0.2	4.1	0.2	4.4	—	1.1	1.4	1.6
April	53.4	0.5	0.8	0.2	3.5	0.1	3.5	—	1.2	1.1	1.8
May	55.8	0.5	0.9	0.2	4.1	0.1	4.4	—	1.1	1.4	1.6
June	52.6	0.5	0.6	0.2	4.0	0.1	4.7	—	0.9	1.5	1.5
July	54.0	0.5	0.7	0.1	3.7	0.1	4.1	—	1.2	1.3	1.8
August	47.4	0.5	0.7	0.1	3.6	0.1	3.9	—	0.9	1.3	1.6

NOTE: 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
2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.3	64.8
1978 January	545.3	313.3	11.9	65.7	235.7	57.4	4 293.5	2 556.8	59.6
February	539.5	298.7	12.8	78.2	207.7	55.4	4 202.1	2 246.9	53.5
March	661.6	375.7	15.0	85.1	275.6	56.8	5 157.6	2 984.5	57.9
April	637.3	367.7	13.9	82.9	270.9	57.7	5 002.3	2 935.0	58.7
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
June	719.4	434.0	14.2	85.6	334.2	60.3	5 731.4	3 654.2	63.8
July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
1979 January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.4	60.2
June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.0	4 310.1	70.5
July	840.6	564.7	14.1	95.4	455.2	67.2	6 839.5	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1977 1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.7	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
1978 January	25.5	13.3	0.2	0.8	12.3	52.1	265.4	144.6	54.5
February	24.6	12.9	0.2	0.8	11.8	52.3	255.4	140.3	55.0
March	28.8	16.6	0.3	1.0	15.3	57.6	298.6	181.5	60.8
April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	59.9
May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.6

Scheduled Services by UK Airlines

Table 8.3

International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969		3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978		7 714.8	4 651.2	170.2	977.1	3 503.8	60.3	60 234.8	37 997.0	63.1
1977	1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	60.1
	2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
	3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
	4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
	3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
	4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 922.9	8 328.1	59.8
	2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.1	62.1	17 248.4	11 190.9	64.9
1978	January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
	February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4
	March	632.8	359.1	14.7	84.1	260.3	56.7	4 859.0	2 803.0	57.7
	April	607.3	350.8	13.7	82.0	255.1	57.8	4 690.7	2 748.3	58.6
	May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
	June	682.1	412.4	13.9	84.5	314.0	60.5	5 352.4	3 414.4	63.8
	July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
	August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
1979	January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8
	February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
	March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.6	3 507.8	64.2
	May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
	June	716.1	478.6	14.8	91.9	371.9	66.8	5 711.1	4 042.6	70.8
	July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.2	4 688.1	73.3
	August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

		Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
		Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1969		1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970		1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971		2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972		2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973		3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974		2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975		2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976		3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977		3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978		3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.5	16.9
1977	1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
	2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
	3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
	4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978	1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
	2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
	3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
	4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979	1st quarter	777.8	29.6	244.1	9.3	51.2	2.0	482.6	18.3
	2nd quarter	1 053.7	31.7	429.9	12.9	94.4	2.8	529.4	15.9
1978	January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
	February	224.8	29.4	54.7	7.2	21.8	2.9	148.3	19.4
	March	288.2	30.3	79.7	8.4	41.1	4.3	167.4	17.6
	April	310.2	32.7	88.9	9.4	45.3	4.8	176.1	18.6
	May	323.2	31.3	112.7	10.9	59.0	5.7	151.4	14.7
	June	360.4	33.4	137.7	12.8	78.1	7.2	144.6	13.4
	July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
	August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
1979	January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
	February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
	March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
	April	311.7	30.2	114.7	11.1	28.7	2.8	168.3	16.3
	May	376.1	32.1	150.3	12.8	33.3	2.8	192.5	16.4
	June	365.9	32.7	164.9	14.7	32.4	2.9	168.6	15.1
	July	414.5	33.0	184.9	14.7	57.0	4.5	172.7	13.8
	August	394.9	31.3	186.6	14.8	49.2	3.9	159.1	12.6

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969		6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970		8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971		11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972		13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973		15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974		11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975		11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976		13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977		12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978		14 229.3	12 571.3	88.3	7 673.3	68 608	107 816	1 571	1 638
1977	1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
	2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
	3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
	4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
	2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 586	36 267	1 606	1 674
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566
	March	916.9	812.3	88.6	526.7	4 826	7 098	1 471	1 542
	April	1 023.5	871.5	85.2	538.1	4 989	7 741	1 552	1 620
	May	1 295.5	1 071.1	82.7	658.9	6 136	9 659	1 574	1 626
	June	1 586.8	1 399.8	88.2	851.9	7 508	11 901	1 585	1 643
	July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
	August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
1979	January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707
	February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
	March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 567	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 881.5	1 551.3	82.5	928.0	8 600	13 801	1 605	1 672
	July	2 049.4	1 747.4	85.3	1 031.5	9 243	15 007	1 623	1 694
	August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699

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	5 068.3	80.3	1 534.8	15 143	33 210	2 193	3 302
1977	1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 496
	2nd quarter	2 226.4	1 791.8	80.5	458.3	4 577	11 392	2 489	3 910
	3rd quarter	3 594.2	3 078.2	85.6	760.7	6 653	17 413	2 617	4 047
	4th quarter	1 496.4	1 201.9	80.3	307.4	2 892	7 548	2 610	3 910
1978	1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
	2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
	3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
	4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979	1st quarter	555.2	424.1	76.4	154.3	1 783	3 629	2 035	2 748
	2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 614
1978	January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
	February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
	March	423.3	355.3	83.9	105.3	1 066	2 318	2 174	3 374
	April	460.8	348.7	75.7	102.6	951	2 240	2 355	3 399
	May	607.9	444.9	73.2	137.4	1 536	3 183	2 072	3 238
	June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
	July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
	August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
1979	January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
	February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
	March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
	April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
	May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
	June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
	July	583.6	462.5	79.3	166.9	1 589	3 014	1 897	2 771
	August	515.4	421.8	81.8	163.5	1 384	2 527	1 826	2 580

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

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970	15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971	17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972	20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973	22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	234	5 974	275	1 181
1974	19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977	23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1978	25 948	874	621	3 026	2 882	1 162	2 279	1 876	1 994	509	584	474	418	5 553	524	1 372
1977 3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	382
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	1 609	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
August	2 933	66	61	268	276	192	291	225	182	55	55	57	56	727	47	130
1979 1st quarter	4 752	187	119	636	624	110	475	337	391	119	106	81	73	806	87	311
2nd quarter	7 526	234	173	872	841	462	694	392	537	153	151	164	137	1 591	141	376
August	3 250	69	65	314	315	257	325	210	182	62	54	73	78	744	50	135

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	748	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1978	428	1 394	10 609	429	1 505	303	69	224	549	480	216	344	120	5 128	370	872
1977 3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	82	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
August	58	188	1 287	41	242	33	7	25	62	41	23	33	12	640	44	85
1979 1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213
August	80	236	1 372	55	281	37	8	25	59	42	29	35	15	656	39	91

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

Aircraft Movements August 1979

Table 11

	Total	Commercial Movements					Non-Commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	14 272	12 204	9	616	1	134	40	—	1 174	49	45
+ Heathrow	27 701	26 036	—	10	—	29	391	—	1 204	5	26
+ Luton	5 925	2 711	—	565	39	361	71	972	1 205	—	1
+ Southend	8 305	1 305	24	—	—	310	—	4 231	2 431	4	—
+ Stansted	2 960	472	—	58	—	1 199	35	20	1 106	61	9
Total (London Area)	59 163	42 728	33	1 249	40	2 033	537	5 223	7 120	119	81
Westland Heliport (Battersea)	912	306	16	309	4	—	—	—	189	—	88
Other UK Airports											
+ Aberdeen	9 257	5 348	—	831	—	1 083	34	1 897	21	—	43
+ Belfast	7 760	2 709	69	69	65	14	—	1 973	392	—	2 459
+ Benbecula	292	228	—	—	14	—	11	—	23	—	16
+ Birmingham	6 624	3 234	—	51	12	78	42	2 178	1 011	—	18
+ Blackpool	10 221	685	762	103	16	356	—	6 915	1 250	—	134
+ Bournemouth	8 276	785	234	55	1	611	—	4 824	1 670	—	96
+ Bristol	3 227	772	—	28	3	14	78	1 680	644	—	8
+ Cambridge	5 052	113	—	18	17	1 641	1	1 928	447	—	887
+ Cardiff	4 415	839	—	27	3	258	—	3 009	251	6	22
+ Coventry	5 552	18	186	10	2	272	—	4 397	629	—	38
+ East Midlands	5 508	1 226	2	173	45	561	76	1 989	1 364	—	72
+ Edinburgh	7 180	2 723	—	19	—	266	131	2 067	751	4	1 219
+ Exeter	4 537	660	—	10	212	127	6	2 100	991	3	428
+ Glasgow	8 808	4 853	—	238	75	210	178	1 848	936	6	464
+ Gloucester/Cheltenham	4 413	98	8	—	278	792	—	2 454	747	—	36
+ Hawarden	1 659	—	—	—	—	36	—	1 426	175	—	22
+ Humberside	4 674	487	—	151	26	93	—	3 831	86	—	—
+ Inverness	2 338	685	—	29	402	254	—	828	108	8	24
+ Islay	295	194	—	2	34	—	—	—	55	—	10
+ Isle of Man	3 805	1 350	—	105	290	1 030	—	805	132	—	93
+ Isles of Scilly	818	670	—	—	12	—	—	—	130	—	6
+ Kirkwall	1 568	1 071	60	54	50	4	1	220	102	—	6
+ Leeds/Bradford	5 543	1 179	10	80	77	92	28	2 985	1 068	6	18
+ Liverpool	7 900	1 580	—	139	2	468	—	3 779	1 881	4	47
+ Lydd	9 393	292	706	63	243	84	—	6 453	1 507	—	45
+ Manchester	7 929	5 478	26	333	26	37	195	1 166	642	—	26
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 595	1 912	68	76	32	24	2	706	726	—	49
+ Norwich	2 872	1 172	—	30	145	742	96	—	681	—	6
+ Penzance Heliport	558	540	—	—	8	—	—	—	4	—	6
+ Prestwick	4 434	1 255	—	14	—	965	85	1 509	268	—	338
+ Southampton	5 890	1 659	—	102	45	358	31	2 784	875	3	33
+ Stornoway	610	459	—	59	2	2	30	8	18	4	28
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	1 771	236	—	11	25	2	110	1 002	377	—	8
+ Tees-side	4 171	1 133	74	120	24	445	8	1 622	649	—	96
+ Tiree	82	66	—	—	—	—	—	10	2	—	4
+ Wick	871	649	1	16	2	—	11	154	18	—	20
Total (Incl. London Area)	221 963	89 392	2 255	4 574	2 232	12 952	1 691	73 770	27 940	163	6 994
Channel Islands Airports											
+ Alderney	1 435	1 435	—	—	—	—	—	—	—	—	—
+ Guernsey	3 818	3 818	—	—	—	—	—	—	—	—	—
+ Jersey	7 871	6 178	—	—	—	—	—	—	1 685	—	8
Total (Channel Islands Airports)	13 124	11 431	—	—	—	—	—	—	1 685	—	8

xx Not supplied.

Air Transport Movements by Type and Nationality of Operator for August 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	12 204	536	4 623	676	835	4 139	1 395
+ Heathrow	26 036	12 174	1 628	12 218	1	8	7
+ Luton	2 711	—	58	3	—	2 329	321
+ Southend	1 305	—	830	—	—	453	22
+ Stansted	472	2	151	3	—	43	273
All London Area Airports	42 728	12 712	7 290	12 900	836	6 972	2 018
Westland Heliport	306	—	—	—	—	306	—
Other UK Airports							
Aberdeen	5 348	1 069	545	—	693	2 980	61
+ Belfast	2 709	1 444	797	58	—	263	147
Benbecula	228	54	174	—	—	—	—
+ Birmingham	3 234	1 190	1 007	253	24	532	228
+ Blackpool	685	—	566	—	—	119	—
+ Bournemouth	785	8	643	1	—	130	3
+ Bristol	772	225	224	64	—	146	113
+ Cambridge	113	—	64	—	—	36	13
+ Cardiff	839	250	422	4	1	86	76
Gloucester/Cheltenham	98	—	84	—	—	14	—
+ Coventry	18	—	5	—	—	5	8
+ East Midlands	1 226	2	798	—	—	378	48
+ Edinburgh	2 723	898	1 396	78	—	282	69
Exeter	660	—	646	—	—	6	8
+ Glasgow	4 853	1 670	1 369	453	3	1 244	114
Hawarden	—	—	—	—	—	—	—
Humberside	487	—	415	—	—	68	4
Inverness	685	333	212	1	—	125	14
Islay	194	—	162	—	—	32	—
+ Isle of Man	1 350	200	1 150	—	—	—	—
Isles of Scilly	670	540	130	—	—	—	—
+ Kirkwall	1 071	272	635	—	26	138	—
+ Leeds	1 179	448	563	—	—	163	5
+ Liverpool	1 580	3	726	251	25	489	86
+ Lydd	292	—	292	—	—	—	—
+ Manchester	5 478	1 957	586	790	126	1 587	432
Manston	..	..	..	..	..	..	..
+ Newcastle	1 912	374	943	—	2	436	157
Norwich	1 172	—	985	—	—	161	26
Penzance Heliport	540	540	—	—	—	—	—
+ Prestwick	1 255	406	324	255	—	47	223
+ Southampton	1 659	124	1 418	—	—	103	14
Stornoway	459	108	148	—	—	203	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	236	—	176	—	—	60	—
+ Tees-side	1 133	—	794	—	—	295	44
Tiree	66	—	54	—	—	12	—
Wick	649	107	487	—	—	53	2
All Reporting Airports	89 392	24 934	26 230	15 108	1 736	17 471	3 913
Channel Islands Airports							
Alderney	1 435	—	1 299	—	—	136	—
Guernsey	3 818	284	3 169	215	—	142	8
Jersey	6 178	897	4 688	104	—	387	102
TOTAL (Channel Islands Airports)	11 431	1 181	9 156	319	—	665	110
xx Not supplied.							

xx Not supplied.

Air Transport Movements August 1979

Table 13

Comparison with a Year Earlier

	International				Domestic				1979		1978		Percentage	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Total Cargo	Passenger	Total Cargo	Passenger	Change Aircraft
London Area Airports														
+ Gatwick	3 120	67	6 063	224	2 443	205	47	35	11 673	531	10 306	582	13.3	-8.8
+ Heathrow	19 109	1 078	6	8	5 778	55	2	—	24 895	1 141	24 154	1 196	3.1	-4.6
+ Luton	1	2	2 333	119	58	—	124	74	2 516	195	2 348	37	7.2	427.0
+ Southend	660	—	208	—	170	—	267	—	1 305	—	1 553	—	-16.0	—
+ Stansted	31	—	276	23	124	1	16	1	447	25	346	80	29.2	-68.7
TOTAL (London Area)	22 921	1 147	8 886	374	8 573	261	456	110	40 836	1 892	38 707	1 895	5.5	-0.2
Westland Heliport (Battersea)	—	—	—	—	—	—	306	—	306	—	218	—	40.4	—
Other UK Airports														
+ Aberdeen	273	—	1 883	42	1 340	1	1 770	39	5 266	82	5 116	60	2.9	36.7
+ Belfast	57	1	153	4	2 105	136	160	93	2 475	234	2 075	218	19.3	7.3
Benbecula	—	—	—	—	226	2	—	—	226	2	225	3	0.4	-33.3
+ Birmingham	792	—	753	—	1 658	—	31	—	3 234	—	2 834	10	14.1	—
+ Blackpool	192	4	3	—	323	47	18	98	536	149	531	119	0.9	25.2
+ Bournemouth	—	—	26	1	423	229	106	—	555	230	470	232	18.1	-0.9
+ Bristol	236	—	196	—	277	—	22	41	731	41	718	—	1.8	—
+ Cambridge	1	—	30	—	63	—	19	—	113	—	82	—	37.8	—
+ Cardiff	215	—	151	—	461	—	12	—	839	—	889	—	-5.6	—
+ Coventry	—	—	8	—	5	—	5	—	18	—	64	—	-71.9	—
+ East Midlands	261	36	276	44	503	—	57	49	1 097	129	1 098	143	-0.1	-9.8
+ Edinburgh	442	—	156	—	1 893	37	110	85	2 601	122	2 027	43	28.3	183.7
+ Exeter	98	—	8	—	548	—	6	—	660	—	612	—	7.8	—
+ Glasgow	596	130	540	—	2 709	57	762	59	4 607	246	4 164	212	10.6	16.0
Gloucester/Cheltenham	—	—	—	—	84	—	14	—	98	—	132	—	-25.8	—
Hawarden	—	—	—	—	—	—	—	—	—	—	74	—	—	—
Humberside	46	—	17	2	369	—	53	—	485	2	522	7	-7.1	-71.4
Inverness	2	—	92	—	544	—	47	—	685	—	595	—	15.1	—
Islay	—	—	—	—	162	—	32	—	194	—	128	—	51.6	—
+ Isle of Man	84	—	—	—	1 236	30	—	—	1 320	30	1 240	29	6.5	3.4
Isles of Scilly	—	—	—	—	670	—	—	—	670	—	666	—	0.6	—
+ Kirkwall	—	—	18	—	907	—	145	1	1 070	1	1 084	8	-1.3	-87.5
+ Leeds/Bradford	229	—	69	1	782	—	78	20	1 158	21	1 124	1	3.0	2 000.0
+ Liverpool	181	184	238	4	613	2	88	272	1 118	462	885	79	26.3	484.8
+ Lydd	171	121	—	—	—	—	—	—	171	121	232	165	-26.3	-21.9
+ Manchester	1 555	132	2 071	6	1 646	—	68	—	5 340	138	4 781	302	11.7	-54.3
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	363	—	411	—	888	66	172	12	1 834	78	1 708	—	7.4	—
+ Norwich	260	—	70	—	723	2	74	43	1 127	45	1 013	5	11.3	800.0
Penzance Heliport	—	—	—	—	540	—	—	—	540	—	558	—	-3.2	—
+ Prestwick	352	85	198	1	505	43	71	—	1 126	129	676	133	66.6	-3.0
+ Southampton	249	1	42	15	1 291	1	60	—	1 642	17	1 502	7	9.3	142.9
Stornoway	—	—	—	—	255	1	203	—	458	1	287	2	59.6	-50.0
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	—	—
Swansea	—	—	—	—	176	—	60	—	236	—	xx	xx	—	—
+ Tees-side	94	—	150	1	700	—	186	2	1 130	3	1 356	1	-16.7	200.0
Tiree	—	—	—	—	54	—	12	—	66	—	68	—	-2.9	—
Wick	—	—	1	—	592	2	52	2	645	4	430	14	50.0	-71.4
TOTAL (Incl. London Area)	29 670	1 841	16 444	495	33 844	917	5 255	926	85 213	4 179	78 891	3 678	8.0	13.6
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	1 435	—	1 329	—	8.0	—
Guernsey	—	—	—	—	—	—	—	—	3 818	—	4 070	—	-6.2	—
Jersey	—	—	—	—	—	—	—	—	6 178	—	6 138	—	0.7	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	11 431	—	11 537	—	-0.9	—

xx Not supplied.

Air Transport Landings Diverted from/to UK Reporting Airports

August 1979

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																														Table 1
		Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
+Gatwick	18			1Ed		1He								1Ex 1He		1Lu	1Ex				1Lu			1Lu		1He	1St			3He 3St 2Lu		
+Heathrow	6	1Pr					1Bi						1St	1St	1Ga																1Lu	
+Luton	5																1Em 3Bi										1Em					
+Southend	1																		3Ed 1In	1Gl 3Ed												
+Aberdeen	11			1Gl																										1St	1Ed	1Gl
+Belfast	2																						1Em				1Em					
+Birmingham	3											1He		1Ex	1Ma										1Lu							
+Bournemouth	2													1Ex 2Ma 1Bi											1Lu							
+Bristol	3																1Cd															
+Cardiff	1																															
+Edinburgh	25						1Gl 1Ma									1Gl						1Pr										22Gl
+Glasgow	3																				1Ga							1Bi				
+Isle of Man	3												1Ma 1Ma	1Bi 1Ma																		
+Leeds	7									2Te				2Ma 2Em											1Lu							
+Manchester	201	5Li 1Lu	7Li	9Li	7Li 1Bi	3Li	10Li	9Li	4Li	7Li	13Li	5Li	1Ex 3Li 1Ne	9Li	8Li	7Li	6Li 1Lu	1Bi 9Li	1Bi 7Li	2Li	10Li	6Li	5Li	5Li	8Li	7Li	2Li		6Li	4Li	7Li	5Li
+Newcastle	2																															1Em
+Norwich	2					1Lu																									1Em	1Gl
+Sumburgh	8														1Ki														1Wi 6Ki			
+Swansea	1																	1Cd														
+Tees-side	1																				1Ma 1Ma	2Ex										
Other Internal	49	1Bo			1He							1Lu 3Sh 12Bo 3Em 1Ma	1He 1Sh 9Bo 1Em 2He	2Ex 1Wi 1Bo 3Ex	1Hu 1Ki	1Bo				1Ma 1Ma	2Ex					1He 1St			1Ti		1Wi	2Gl
Overseas	22	1He 1Em															1Ex	1He	2Cd 1He		1He 1Ga	1He			1Ga 1Ma					1He	3Pr	
All Aerodromes	376	10	7	11	9	5	13	9	4	9	13	27	26	24	14	9	15	15	15	5	15	8	6	6	12	11	4	1	13	14	14	32

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	Lj	Liverpool	Pr	Prestwick	Ti	Tiree
Be	Belfast	Co	Coventry	He	Heathrow	Lu	Luton	Sh	Southampton	Wi	Wick
Bb	Benbecula	Em	East Midlands	Hu	Humberside	Ld	Lydd	So	Southend	Xi	Other Internal
Bi	Birmingham	Ed	Edinburgh	In	Inverness	Ma	Manchester	St	Stansted	Xo	Overseas
Bl	Blackpool	Ex	Exeter	Is	Islay	Mt	Manston	Sw	Stornoway		
Bo	Bournemouth	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Br	Bristol	Gl	Glasgow	Ki	Kirkwall	No	Norwich	Ss	Swansea		

Air Passengers by Type and Nationality of Operator August 1979

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Overseas operators		United Kingdom operators		Others		Overseas operators	
				British Airways						British Airways					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	1 132 951	1 117 796	15 155	37 568	—	254 305	893	55 995	2 792	142 721	135	441 779	3 312	185 428	8 023
+ Heathrow	3 046 064	3 006 036	40 028	1 437 621	442	46 653	8	1 521 479	39 410	148	—	83	—	52	168
+ Luton	288 868	288 827	41	—	—	3 993	—	105	—	—	—	251 827	12	32 902	29
+ Southend	24 388	—	—	—	—	24 007	—	—	—	—	—	354	—	27	—
+ Stansted	36 982	35 766	1 216	229	—	1 343	—	507	—	—	—	1 812	258	31 875	958
TOTAL (London Area)	4 529 253	4 472 813	56 440	1 475 418	442	330 301	901	1 578 086	42 202	142 869	135	695 855	3 582	250 284	9 178
Westland Heliport	892	892	—	—	—	—	—	—	—	—	—	892	—	—	—
Other UK Airports															
Aberdeen	119 544	119 026	518	51 044	268	17 215	86	—	—	7 408	—	41 122	97	2 237	67
+ Belfast	177 088	177 038	50	113 190	—	39 219	—	5 461	—	—	—	3 239	45	15 929	5
Benbecula	2 821	2 742	79	1 903	—	839	79	—	—	—	—	—	—	—	—
+ Birmingham	178 289	173 181	5 108	50 911	1 704	20 516	1 927	17 348	518	1 431	—	59 826	959	23 149	—
+ Blackpool	15 204	15 096	108	—	—	15 027	89	—	—	—	—	69	19	—	—
+ Bournemouth	17 059	15 797	1 262	185	166	13 136	1 003	—	—	—	—	2 388	21	88	72
+ Bristol	38 868	35 524	3 344	5 407	3 008	6 004	105	4 292	103	—	—	8 557	128	11 264	—
+ Cambridge	3 325	3 325	—	—	—	3 166	—	—	—	—	—	96	—	63	—
+ Cardiff	37 494	32 802	4 692	10 557	882	4 975	3 540	—	227	69	—	9 141	43	8 060	—
Gloucester/Cheltenham	2 336	2 336	—	—	—	2 297	—	—	—	—	—	39	—	—	—
+ Coventry	527	527	—	—	—	173	—	—	—	—	—	24	—	330	—
+ East Midlands	69 805	69 782	23	66	—	37 686	23	—	—	—	—	27 622	—	4 408	—
+ Edinburgh	130 665	127 214	3 451	71 288	145	31 249	2 873	5 424	64	—	—	12 269	257	6 984	112
Exeter	13 537	12 390	1 147	—	—	11 661	1 123	—	—	—	—	124	24	605	—
+ Glasgow	246 291	244 710	1 581	108 104	23	38 083	—	19 888	1 262	144	—	65 443	217	13 048	79
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	5 633	5 619	14	—	—	5 328	14	—	—	—	—	283	—	8	—
Inverness	17 656	16 509	1 147	13 248	1 086	1 139	—	88	—	—	—	508	61	1 526	—
Islay	1 598	—	—	—	—	1 547	—	—	—	—	—	51	—	—	—
+ Isle of Man	59 138	57 971	1 167	11 984	—	45 987	1 167	—	—	—	—	—	—	—	—
Isles of Scilly	16 023	16 023	—	14 447	—	1 576	—	—	—	—	—	—	—	—	—
+ Kirkwall	12 298	10 414	1 884	5 788	1 637	3 415	—	—	—	96	106	1 115	141	—	—
+ Leeds	45 855	43 382	2 473	23 583	14	12 179	2 449	—	—	—	—	7 590	10	30	—
+ Liverpool	63 157	62 766	391	252	—	32 482	190	4 253	—	3 772	—	17 909	201	4 098	—
+ Lydd	8 338	8 338	—	—	—	8 338	—	—	—	—	—	—	—	—	—
+ Manchester	465 879	459 276	6 603	140 714	930	13 122	1 956	42 414	1 214	16 757	—	179 095	1 529	67 174	974
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	110 858	105 306	5 552	29 740	—	24 344	5 504	—	—	142	—	31 467	48	19 613	—
Norwich	19 095	17 651	1 444	—	—	15 776	1 444	—	—	—	—	1 308	—	567	—
Penzance Heliport	14 447	14 447	—	14 447	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	114 236	74 940	39 296	22 729	14 144	2 633	18	17 883	10 862	—	—	8 700	1 629	22 995	12 643
+ Southampton	43 576	43 430	146	6 995	—	35 913	47	—	—	—	—	474	91	48	8
Stornoway	7 658	7 658	—	5 096	—	872	—	—	—	—	—	1 690	—	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	1 547	1 339	208	—	—	1 143	182	—	—	—	—	196	26	—	—
+ Tees-side	28 898	27 467	1 431	—	—	20 267	1 424	—	—	—	—	3 204	7	3 996	—
Tiree	572	565	7	—	—	553	—	—	—	—	—	12	7	—	—
Wick	5 076	3 773	1 303	1 234	1 201	2 356	58	—	—	—	—	180	44	3	—
TOTAL (Incl. London Area)	6 624 536	6 483 667	140 869	2 178 330	25 650	800 517	26 202	1 695 137	56 452	172 688	241	1 180 488	9 186	456 507	23 138
Channel Islands Airports															
Alderney	13 312	13 312	—	—	—	12 872	—	—	—	—	—	440	—	—	—
Guernsey	82 671	80 783	1 888	18 604	—	59 108	1 754	2 266	76	—	—	670	58	135	—
Jersey	203 078	201 766	1 312	60 467	63	131 564	1 225	6 414	17	—	—	1 472	5	1 849	2
TOTAL (Channel Is. Airports)	299 061	295 861	3 200	79 071	63	203 544	2 979	8 680	93	—	—	2 582	63	1 984	2

xx Not supplied

Terminal Air Passengers for August 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+Gatwick	1 117 796	1 001 591	11·6
+Heathrow	3 006 036	2 759 766	8·9
+Luton	288 827	271 423	6·4
+Southend	24 388	31 008	-21·3
+Stansted	35 766	34 736	3·0
TOTAL (London Area)	4 472 813	4 098 524	9·1
Westland Heliport (Battersea)	892	1 138	-21·6
Other UK Airports			
+Aberdeen	119 026	111 203	7·0
+Belfast	177 038	140 384	26·1
Benbecula	2 742	2 170	26·4
+Birmingham	173 181	153 878	12·5
+Blackpool	15 096	15 422	-2·1
+Bournemouth	15 797	13 618	16·0
+Bristol	35 524	33 881	4·8
+Cambridge	3 325	2 558	30·0
+Cardiff	32 802	31 365	4·6
+Coventry	527	388	35·8
+East Midlands	69 782	64 535	8·1
+Edinburgh	127 214	113 546	12·0
+Exeter	12 390	10 606	16·8
+Glasgow	244 710	226 200	8·2
Gloucester/Cheltenham	2 336	2 528	-7·6
Hawarden	—	259	—
Humberside	5 619	4 644	21·0
Inverness	16 509	13 113	25·9
Islay	1 598	1 219	31·1
+Isle of Man	57 971	49 989	16·0
Isles of Scilly	16 023	16 148	-0·8
+Kirkwall	10 414	11 278	-7·7
+Leeds/Bradford	43 382	39 418	10·1
+Liverpool	62 766	38 873	61·5
+Lydd	8 338	8 564	-2·6
+Manchester	459 276	399 956	14·8
+Manston	..	..	..
+Newcastle	105 306	85 891	22·6
+Norwich	17 651	15 632	12·9
Penzance Heliport	14 447	15 073	-4·2
+Prestwick	74 940	60 074	24·7
+Southampton	43 430	38 179	13·8
Stornoway	7 658	4 666	64·1
+Sumburgh	xx	xx	xx
Swansea	1 339	xx	—
+Tees-side	27 467	30 278	-9·3
Tiree	565	543	4·1
Wick	3 773	2 987	26·3
TOTAL (Incl. London Area)	6 483 667	5 858 728	10·7
Channel Islands Airports			
Alderney	13 312	12 282	8·4
Guernsey	80 783	73 895	9·3
Jersey	201 766	190 128	6·1
TOTAL (Channel Islands Airports)	295 861	276 305	7·1

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

xx Not supplied.

International and Domestic Passenger Traffic for August 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	1 117 796	1 022 093	922 071	11	95 703	79 520	20
+ Heathrow	3 006 036	2 603 617	2 413 979	8	402 419	345 787	16
+ Luton	288 827	283 577	266 467	6	5 250	4 956	6
+ Southend	24 388	13 827	20 910	-34	10 561	10 098	5
+ Stansted	35 766	33 175	34 375	-3	2 591	361	618
TOTAL (London Area)	4 472 813	3 956 289	3 657 802	8	516 524	440 722	17
Westland Heliport (Battersea)	892	13	19	-32	879	1 119	-21
Other UK Airports							
+ Aberdeen	119 026	31 254	30 830	1	87 772	80 373	9
+ Belfast	177 038	21 773	19 139	14	155 265	121 245	28
Benbecula	2 742	—	—	—	2 742	2 170	26
+ Birmingham	173 181	122 711	111 068	10	50 470	42 810	18
+ Blackpool	15 096	2 002	2 128	-6	13 094	13 294	-2
+ Bournemouth	15 797	1 761	2 280	-23	14 036	11 338	24
+ Bristol	35 524	28 655	28 408	1	6 869	5 473	26
+ Cambridge	3 325	166	163	2	3 159	2 395	32
+ Cardiff	32 802	22 406	22 377	—	10 396	8 988	16
+ Coventry	527	330	228	45	197	160	23
+ East Midlands	69 782	41 956	41 758	—	27 826	22 777	22
+ Edinburgh	127 214	32 069	27 582	16	95 145	85 964	11
+ Exeter	12 390	3 010	3 005	—	9 380	7 601	23
+ Glasgow	244 710	88 051	90 163	-2	156 659	136 037	15
Gloucester/Cheltenham	2 336	—	—	—	2 336	2 528	-8
Hawarden	—	—	—	—	—	259	—
Humberside	5 619	791	1 461	-46	4 828	3 183	52
Inverness	16 509	2 091	1 516	38	14 418	11 597	24
Islay	1 598	—	—	—	1 598	1 219	31
+ Isle of Man	57 971	3 027	2 598	17	54 944	47 391	16
Isles of Scilly	16 023	—	—	—	16 023	16 148	-1
+ Kirkwall	10 414	74	45	64	10 340	11 233	-8
+ Leeds/Bradford	43 382	15 500	16 213	-4	27 882	23 205	20
+ Liverpool	62 766	33 447	15 645	114	29 319	23 228	26
+ Lydd	8 338	8 338	8 564	-3	—	—	—
+ Manchester	459 276	359 327	315 361	14	99 949	84 595	18
+ Manston	..	..	..	—	..	..	—
+ Newcastle	105 306	63 647	49 791	28	41 659	36 100	15
+ Norwich	17 651	7 898	6 933	14	9 753	8 699	12
Penzance	14 447	—	—	—	14 447	15 073	-4
+ Prestwick	74 940	71 876	56 477	27	3 064	3 597	-15
+ Southampton	43 430	5 566	4 406	26	37 864	33 773	12
Stornoway	7 658	—	—	—	7 658	4 666	64
+ Sumburgh	xx	xx	xx	—	xx	xx	—
Swansea	1 339	—	xx	—	1 339	xx	—
+ Tees-side	27 467	8 313	8 797	-6	19 154	21 481	-11
Tiree	565	—	—	—	565	543	4
Wick	3 773	2	—	—	3 771	2 987	26
TOTAL (Incl. London Area)	6 483 667	4 932 343	4 524 757	9	1 551 324	1 333 971	16

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 August 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	33 090	19 451	13 639	33 542	16 308	17 234	−1
London – Vienna	27 534	16 283	11 251	26 488	13 256	13 232	4
Other Routes	5 556	3 168	2 388	7 054	3 052	4 002	−21
Belgium	68 839	67 811	1 028	65 804	64 693	1 111	5
London – Brussels	48 247	48 247	—	44 128	44 080	48	9
Other S.E. England – Belgium	11 778	11 598	180	15 100	14 863	237	−22
Other Routes	8 814	7 966	848	6 576	5 750	826	34
Denmark	65 390	48 896	16 494	60 752	43 086	17 666	8
London – Copenhagen	41 370	34 787	6 583	38 353	33 933	4 420	8
Other Routes	24 020	14 109	9 911	22 399	9 153	13 246	7
Finland	13 994	11 387	2 607	14 858	11 045	3 813	−6
France	314 057	294 026	20 031	267 722	250 647	17 075	17
London – Nice	28 009	27 326	683	24 994	24 276	718	12
– Paris	179 046	176 392	2 654	150 532	149 368	1 164	19
– N. France (a)	8 787	8 554	233	10 363	9 874	489	−15
– Other France	48 646	42 613	6 033	38 926	33 254	5 672	25
Manchester – Paris	8 585	8 579	6	7 248	7 244	4	18
Other UK – Paris	18 058	16 825	1 233	13 138	12 128	1 010	37
Luton – Other France	2 644	—	2 644	655	—	655	304
Other S.E. England – France	10 204	10 204	—	11 378	11 364	14	−10
Other Routes	10 078	3 533	6 545	10 488	3 139	7 349	−4
Germany Fed. Republic	294 609	228 197	66 412	255 941	191 271	64 670	15
London – Dusseldorf	36 689	33 608	3 081	35 334	30 493	4 841	4
– Frankfurt	79 919	71 046	8 873	66 380	57 428	8 952	20
– Hamburg	35 856	30 995	4 861	30 910	26 677	4 233	16
– Munich	43 420	24 181	19 239	36 276	21 740	14 536	20
– Other Germany	66 448	52 953	13 495	51 753	43 037	8 716	28
Luton – Germany	8 560	—	8 560	15 968	—	15 968	−46
Manchester – Germany	12 760	9 612	3 148	11 196	7 845	3 351	14
Other Routes	10 957	5 802	5 155	8 124	4 051	4 073	35
Gibraltar	13 681	6 372	7 309	10 395	5 705	4 690	32
Greece	256 868	63 453	193 415	191 923	54 536	137 387	34
Iceland	6 843	6 843	—	7 192	7 078	114	−5
London – Reykjavik	4 661	4 661	—	4 753	4 753	—	−2
Glasgow – Reykjavik	2 077	2 077	—	2 325	2 325	—	−11
Other Routes	105	105	—	114	—	114	−8

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	270 100	266 771	3 329	267 443	263 824	3 619	1
London – Cork	24 671	24 671	—	24 848	24 848	—	-1
– Dublin	121 417	120 573	844	119 443	117 633	1 810	2
– Shannon	21 357	21 202	155	19 676	19 662	14	9
Manchester – Dublin	20 987	20 963	24	18 014	18 003	11	17
Birmingham – Dublin	18 471	18 351	120	18 378	18 374	4	1
Glasgow – Dublin	12 774	12 774	—	13 856	13 856	—	-8
Liverpool – Dublin	7 203	7 203	—	8 181	8 181	—	-12
Leeds/Bradford – Dublin	3 933	3 933	—	6 433	6 378	55	-39
Edinburgh – Dublin	5 542	5 424	118	6 060	6 060	—	-9
Bristol – Dublin	4 215	4 211	4	4 451	4 451	—	-5
Other Routes	29 530	27 466	2 064	28 103	26 378	1 725	5
Italy	325 188	118 645	206 543	291 499	106 796	184 703	12
London – Genoa (g)	6 630	—	6 630	2 359	—	2 359	181
– Milan	54 978	32 530	22 448	53 191	30 985	22 206	3
– Rimini (g)	12 745	—	12 745	10 772	—	10 772	18
– Rome	59 128	46 537	12 591	51 014	41 205	9 809	16
– Venice	19 802	7 602	12 200	17 217	6 553	10 664	15
– Other Italy	61 230	27 349	33 881	46 194	23 597	22 597	33
Luton – Rimini	6 046	—	6 046	6 135	—	6 135	-1
– Other Italy	57 900	—	57 900	65 488	—	65 488	-12
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	23 678	—	23 678	17 110	—	17 110	38
Other Routes	23 051	4 627	18 424	22 019	4 456	17 563	5
Luxembourg	5 891	5 889	2	5 248	5 248	—	12
London – Luxembourg	5 889	5 889	—	5 248	5 248	—	12
Other Routes	2	—	2	—	—	—	—
Netherlands	182 426	181 123	1 303	182 063	179 375	2 688	—
London – Amsterdam	103 672	103 672	—	107 939	106 742	1 197	-4
– Rotterdam	16 849	16 849	—	15 213	15 213	—	11
Other S.E. England – Netherlands	6 987	6 919	68	10 018	9 521	497	-30
Manchester – Amsterdam	10 953	10 953	—	10 110	10 088	22	8
Other Routes	43 965	42 730	1 235	38 783	37 811	972	13
Norway	54 143	45 525	8 618	55 490	39 899	15 591	-2
London – Oslo	25 246	20 362	4 884	25 277	17 815	7 462	—
Other Routes	28 897	25 163	3 734	30 213	22 084	8 129	-4
Portugal	73 482	30 180	43 302	57 100	25 847	31 253	29
London – Lisbon	26 559	20 111	6 448	22 590	16 633	5 957	18
Other Routes	46 923	10 069	36 854	34 510	9 214	25 296	36
Soviet Union and Eastern Europe (b)	77 766	35 129	42 637	55 558	33 779	21 779	40
London – Moscow	10 440	8 753	1 687	9 418	8 443	975	11
– Prague	3 999	3 999	—	3 609	3 426	183	11
Other Routes	63 327	22 377	40 950	42 531	21 910	20 621	49

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	744 126	130 205	613 921	726 674	127 446	599 228	2
London – Barcelona	29 788	20 933	8 855	28 870	20 974	7 896	3
– Ibiza	22 572	2 955	19 617	20 000	3 562	16 438	13
– Madrid	48 006	40 093	7 913	49 965	42 161	7 804	-4
– Malaga	39 560	17 969	21 591	35 830	13 545	22 285	10
– Palma	80 098	12 875	67 223	77 457	13 059	64 398	3
– Other Spain	105 573	35 335	70 238	106 746	32 543	74 203	-1
Luton – Alicante	13 445	—	13 445	13 676	—	13 676	-2
– Barcelona	6 518	—	6 518	4 815	—	4 815	35
– Gerona	9 178	—	9 178	8 482	—	8 482	8
– Ibiza	11 334	—	11 334	9 320	—	9 320	22
– Palma	26 599	—	26 599	23 420	—	23 420	14
– Other Spain	31 555	—	31 555	28 572	—	28 572	10
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	7 044	—	7 044	6 180	—	6 180	14
– Palma	34 901	—	34 901	36 164	—	36 164	-3
Other N. England – Spain	124 703	—	124 703	112 708	839	111 869	11
Scotland – Spain	48 507	—	48 507	49 633	346	49 287	-2
Other Routes	104 745	45	104 700	114 836	417	114 419	-9
Sweden	49 702	29 065	20 637	46 958	23 066	23 892	6
London – Stockholm	28 901	20 257	8 644	24 426	16 556	7 870	18
Other Routes	20 801	8 808	11 993	22 532	6 510	16 022	-8
Switzerland	134 560	102 381	32 179	129 622	97 845	31 777	4
London – Basle	11 514	7 609	3 905	9 986	8 445	1 541	15
– Geneva	48 771	37 540	11 231	44 922	35 356	9 566	9
– Zurich	62 008	46 205	15 803	61 050	44 579	16 471	2
Luton – Switzerland	966	—	966	3 510	—	3 510	-72
Other Routes	11 301	11 027	274	10 154	9 465	689	11
Yugoslavia	79 925	27 269	52 656	58 229	23 156	35 073	37
London – Dubrovnic	10 361	1 971	8 390	7 463	1 294	6 169	39
– Ljubljana	4 876	4 005	871	1 573	1 573	—	210
Luton – Yugoslavia	7 034	—	7 034	2 853	—	2 853	147
Other Routes	57 654	21 293	36 361	46 340	20 289	26 051	24
Other Europe	197 688	111 409	86 279	150 482	93 293	57 189	31
WESTERN HEMISPHERE							
Canada	280 817	155 561	125 256	241 972	131 232	110 740	16
London – Montreal	22 805	22 704	101	24 648	22 191	2 457	-7
– Toronto	97 663	57 895	39 768	77 610	45 587	32 023	26
– Other Canada	71 162	43 118	28 044	68 635	31 802	36 833	4
Other UK – Montreal	5 560	4 254	1 306	6 881	6 319	562	-19
– Toronto	62 735	21 899	40 836	50 280	20 197	30 083	25
Other Routes	20 892	5 691	15 201	13 918	5 136	8 782	50

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	656 445	610 802	45 643	640 731	530 512	110 219	2
London – New York	225 321	212 306	13 015	240 011	202 893	37 118	-6
– Other East Coast USA	127 340	125 385	1 955	123 462	115 851	7 611	3
– Chicago and Detroit	64 616	56 086	8 530	70 877	51 733	19 144	-9
– West Coast USA	149 545	141 556	7 989	134 867	106 778	28 089	11
– Other USA	52 468	51 423	1 045	46 501	40 544	5 957	13
Other UK – New York	20 643	12 279	8 364	20 089	12 709	7 380	3
Other Routes	16 512	11 767	4 745	4 924	4	4 920	235
West Atlantic and Caribbean Islands	37 366	34 884	2 482	33 047	31 265	1 782	13
Central and South America	19 188	18 085	1 103	15 060	14 907	153	27
REST OF THE WORLD							
Canary Islands	71 284	4 118	67 166	62 819	4 236	58 583	13
North Africa (c)	44 582	25 345	19 237	40 192	22 776	17 416	11
East Africa (d)	16 976	16 976	—	17 913	15 744	2 169	-5
Central Africa (e)	7 638	7 534	104	8 593	8 593	—	-11
West Africa (d)	37 936	37 046	890	42 307	39 755	2 552	-10
South Africa	34 906	34 129	777	31 516	31 516	—	11
Middle East (f)	205 215	201 210	4 005	231 632	228 725	2 907	-11
India	22 676	22 676	—	23 625	23 625	—	-4
Pakistan	13 347	13 347	—	11 440	11 440	—	17
Far East	94 341	94 156	185	90 391	84 844	5 547	4
Australia and New Zealand	54 596	54 596	—	41 286	41 286	—	32
Other Routes n.e.i.	51 357	25 867	25 490	41 734	12 046	29 688	23
ALL ROUTES	4 911 038	3 186 359	1 724 679	4 508 753	2 896 445	1 612 308	9

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

NOTE: These figures do not include Sumburgh.

Domestic Passengers by Main Routes for August 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	31 897	23 974	33
	Belfast	78 610	60 448	30
	Birmingham	11 005	9 791	12
	Channel Islands	67 245	61 900	9
	Edinburgh	75 164	68 412	10
	Glasgow	85 011	75 994	12
	Manchester	53 700	45 835	17
	Newcastle	26 637	23 823	12
	Tees-side	13 179	13 359	-1
	Other airports	58 265	42 132	38
Belfast	Birmingham	8 588	7 291	18
	East Midlands	6 000	4 710	27
	Edinburgh	2 608	1 757	48
	Glasgow	10 389	8 137	28
	Isle of Man	9 088	7 179	27
	Manchester	13 887	12 162	14
	Newcastle	2 711	2 158	26
	Other airports	23 384	17 403	34
Channel Islands	Bristol/Glamorgan	8 330	7 491	11
	Leeds/Bradford	3 096	2 970	4
	Liverpool	4 325	1 235	250
	Manchester	11 690	9 380	25
	Other airports	108 333	93 752	16
Edinburgh	Manchester	3 341	3 231	3
	Other airports	14 032	12 564	12
Glasgow	Birmingham	5 226	4 014	30
	East Midlands	3 629	3 330	9
	Isle of Man	3 795	3 301	15
	Manchester	5 542	4 832	15
	Other Scottish airports	22 690	29 654	-23
	Other airports	18 484	5 102	262
Isle of Man	Manchester	7 254	4 985	46
	Newcastle	2 009	1 811	11
	Other airports	26 782	26 575	1
Penzance	Isles of Scilly	14 447	15 073	-4
Other Routes		36 799	39 584	-7
TOTAL		877 172	755 349	16

(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 August 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	8 799.6	7.3	9.4	892.2	1 411.5	112.6	101.6	—	1.5	1 764.2	4 090.7	213.8	194.8	
+ Heathrow	37 152.8	6 949.5	6 896.2	29.0	276.7	10 668.1	12 111.1	—	—	63.9	69.7	—	88.6	
+ Luton	440.2	—	—	0.2	0.1	33.2	—	—	—	77.0	178.3	61.0	90.4	
+ Southend	592.0	—	—	140.0	146.0	—	—	—	—	57.0	249.0	—	—	
+ Stansted	373.1	—	—	0.7	0.7	—	—	—	—	156.3	144.2	33.0	38.2	
TOTAL (London Area)	47 357.7	6 956.8	6 905.6	1 062.1	1 835.0	10 813.9	12 212.7	—	1.5	2 118.4	4 731.9	307.8	412.0	
Westland Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
Aberdeen	680.5	56.0	121.6	28.9	40.6	—	—	15.9	49.2	94.9	257.7	13.3	2.4	
+ Belfast	1 125.3	77.5	132.6	255.5	14.2	4.9	0.9	—	—	466.1	170.3	1.3	2.0	
Benbecula	15.9	11.3	3.1	1.2	0.3	—	—	—	—	—	—	—	—	
+ Birmingham	271.2	126.6	68.3	19.7	0.5	29.1	24.4	—	—	—	2.6	—	—	
+ Blackpool	442.2	—	—	7.4	41.8	—	—	—	—	—	393.0	—	—	
+ Bournemouth	855.6	—	—	499.5	342.1	—	—	—	—	—	14.0	—	—	
+ Bristol	34.3	2.0	1.1	13.0	3.6	8.9	5.5	—	—	0.2	—	—	—	
+ Cambridge	12.4	—	—	—	—	—	—	—	—	—	—	7.7	4.7	
+ Cardiff	17.5	2.0	5.2	6.5	3.2	—	—	—	—	0.6	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	658.7	0.1	—	88.8	67.9	—	—	—	—	133.4	254.6	13.6	100.3	
+ Edinburgh	104.2	26.1	25.1	26.0	24.2	1.2	1.6	—	—	—	—	—	—	
Exeter	12.8	—	—	4.4	8.4	—	—	—	—	—	—	—	—	
+ Glasgow	1 452.7	548.0	216.6	64.3	30.8	228.4	330.1	—	0.4	16.4	17.5	0.2	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Humberside	13.6	—	—	3.1	1.5	—	—	—	—	—	—	7.0	2.0	
Inverness	17.6	5.5	12.1	—	—	—	—	—	—	—	—	—	—	
Islay	15.2	—	—	8.0	7.2	—	—	—	—	—	—	—	—	
+ Isle of Man	210.5	10.5	6.0	165.6	28.4	—	—	—	—	—	—	—	—	
Isles of Scilly	9.8	8.9	0.9	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	43.9	27.8	13.0	1.1	1.3	—	—	—	—	—	0.7	—	—	
+ Leeds	32.1	6.6	8.2	8.7	6.6	—	—	—	—	—	2.0	—	—	
+ Liverpool	1 838.8	—	1.2	25.0	39.1	380.4	888.4	—	—	165.3	334.5	4.1	0.8	
+ Lydd	293.1	—	—	157.2	135.9	—	—	—	—	—	—	—	—	
+ Manchester	1 381.1	317.9	242.4	40.0	18.2	341.1	340.8	—	0.1	—	59.6	—	21.0	
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	81.2	11.6	17.0	26.2	26.4	—	—	—	—	—	—	—	—	
Norwich	53.0	—	—	25.1	27.7	—	—	—	—	—	—	0.2	—	
Penzance Heliport	9.8	0.9	8.9	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	1 397.6	504.7	156.1	56.2	28.6	523.9	111.7	—	—	—	—	16.4	—	
+ Southampton	178.6	4.4	18.1	14.5	64.0	—	—	—	—	—	56.9	—	20.7	
Stornoway	38.6	34.5	1.2	0.2	1.2	—	—	—	—	1.4	0.1	—	—	
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Tees-side	18.0	—	—	9.7	2.7	—	—	—	—	0.2	0.5	0.8	4.1	
Tiree	1.5	—	—	1.5	—	—	—	—	—	—	—	—	—	
Wick	13.6	2.2	1.3	0.7	0.9	—	—	—	—	4.3	4.2	—	—	
TOTAL (Incl. London Area)	58 688.6	8 741.9	7 965.6	2 620.1	2 802.3	12 331.8	13 916.1	15.9	51.2	3 001.2	6 300.1	372.4	570.0	
Channel Islands Airports														
Alderney	49.2	—	—	42.7	6.5	—	—	—	—	—	—	—	—	
Guernsey	762.0	4.0	2.0	300.0	443.0	1.0	—	—	—	4.0	8.0	—	—	
Jersey	819.8	51.1	14.9	434.3	280.6	3.3	—	—	—	15.0	20.0	0.6	—	
TOTAL (Channel Islands Airports)	1 631.0	55.1	16.9	777.0	730.1	4.3	—	—	—	19.0	28.0	0.6	—	

xx Not supplied.

Cargo August 1979

Table 21

Comparison with a Year Earlier

	International				Domestic				1979		1978		Tonnes	
	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	1 687	250	59	6 019	218	379	1	186	1 965	6 834	1 367	7 263	43.7	-5.9
+ Heathrow	23 459	12 520	—	222	390	561	—	—	23 849	13 303	22 411	13 472	6.4	-1.3
+ Luton	—	33	49	320	—	—	—	38	49	391	115	261	-57.4	49.8
+ Southend	283	—	285	—	3	—	21	—	592	—	629	—	-5.9	—
+ Stansted	—	—	—	369	2	—	—	3	2	372	376	1 585	-99.5	-76.5
TOTAL (London Area)	25 429	12 803	393	6 930	613	940	22	227	26 457	20 900	24 898	22 581	6.3	-7.4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	56	—	286	26	191	1	98	23	631	50	472	21	33.7	138.1
+ Belfast	6	—	1	8	261	218	—	630	268	856	441	659	-39.2	29.9
Benbecula	—	—	—	—	16	—	—	—	16	—	17	—	5.9	—
+ Birmingham	214	—	3	—	55	—	—	—	272	—	214	6	27.1	—
+ Blackpool	14	—	—	—	28	7	—	393	42	400	49	286	-14.3	39.9
+ Bournemouth	—	—	—	14	2	840	—	—	2	854	2	932	—	-8.4
+ Bristol	31	—	—	—	4	—	—	—	35	—	38	—	-7.9	—
+ Cambridge	—	—	13	—	—	—	—	—	13	—	42	—	-69.0	—
+ Cardiff	12	—	1	—	5	—	—	—	18	—	17	—	-5.9	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	38	84	—	447	35	—	—	54	73	585	97	475	-24.7	23.2
+ Edinburgh	22	—	—	—	82	—	—	—	104	—	106	—	-1.9	—
+ Exeter	1	—	—	—	11	—	—	—	12	—	33	—	-63.6	—
+ Glasgow	156	453	—	—	263	547	9	25	428	1 025	421	1 053	1.7	-2.7
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4	—	—	9	17	—	—	—	4	9	—	6	—	50.0
Inverness	—	—	—	—	17	—	—	—	17	—	30	—	-43.3	—
Islay	—	—	—	—	15	—	—	—	15	—	14	—	7.1	—
+ Isle of Man	—	—	—	—	108	102	—	—	108	102	114	108	-5.3	-5.6
+ Isle of Scilly	—	—	—	—	10	—	—	—	10	—	9	—	11.1	—
+ Kirkwall	—	—	—	—	43	—	—	1	43	1	42	2	2.4	-50.0
+ Leeds/Bradford	12	—	1	1	18	—	—	—	31	1	25	—	24.0	—
+ Liverpool	45	1 223	—	5	60	5	1	500	106	1 733	70	553	51.4	213.4
+ Lydd	—	—	—	—	—	293	—	—	—	293	—	282	—	3.9
+ Manchester	781	355	1	80	164	—	—	—	946	435	844	1 392	12.1	-68.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	37	—	—	—	44	—	—	—	81	—	69	—	17.4	—
+ Norwich	33	—	—	—	19	—	—	—	52	—	41	—	26.8	—
Penzance Heliport	—	—	—	—	10	—	—	—	10	—	9	—	11.1	—
+ Prestwick	237	1 026	—	16	13	105	—	—	250	1 147	179	1 083	39.7	5.9
+ Southampton	8	—	—	78	92	—	—	—	100	78	153	56	-34.6	39.3
Stornoway	—	—	—	—	37	—	1	—	38	—	34	—	11.8	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	2	—	—	4	9	—	1	—	12	4	29	—	-58.6	—
Tiree	—	—	—	—	2	—	—	—	2	—	1	—	100.0	—
Wick	—	—	—	—	5	—	—	8	5	8	5	15	—	-46.7
TOTAL (Incl. London Area)	27 138	15 944	699	7 618	2 232	3 058	132	1 861	30 201	28 481	28 515	29 510	5.9	-3.5
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	49	—	37	—	32.4	—
Guernsey	—	—	—	—	—	—	—	—	762	—	879	—	-13.3	—
Jersey	—	—	—	—	—	—	—	—	820	—	899	—	-8.8	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 631	—	1 815	—	-10.1	—

xx Not supplied.

All Scheduled Services August 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	26 112	20 753	41 868	1 825 602	5 942 031	4 546 034	76.5	14 602	704 632	493 356	13 950	61 326	418 078	70.0
British Airways Helicopters	33	538	177	13 970	991	852	86.0	11	82	62	—	1	62	76.1
British Caledonian Airways	3 228	3 523	5 456	154 280	521 582	312 073	59.8	2 117	65 847	37 681	575	8 323	28 783	57.2
Air Anglia	911	2 808	2 525	45 119	44 974	21 753	48.4	155	4 552	2 253	—	82	2 171	49.5
Air Ecosse (Charters)	32	197	110	773	509	123	24.2	1	38	10	—	—	10	26.4
Aurigny Air Services	181	2 796	865	31 588	2 546	2 057	80.8	86	245	170	—	5	165	69.3
Aviation Beauport	11	198	82	1 189	103	69	67.0	—	9	6	—	—	6	66.7
British Island Airways	844	3 496	3 391	100 919	38 168	23 018	60.3	450	3 519	2 091	1	134	1 956	59.4
British Midland Airways	770	2 442	2 531	113 756	57 185	38 119	66.7	204	4 871	3 027	2	51	2 974	62.1
Brymon Airways	199	896	845	10 995	5 248	2 916	55.6	3	490	240	—	1	239	48.9
Dan-Air Services	673	2 041	2 047	66 552	45 851	28 107	61.3	50	3 893	2 403	—	22	2 382	61.7
Haywards Aviation	23	120	114	583	180	121	67.1	1	61	55	—	—	55	89.8
Intra Airways	78	332	298	12 002	4 656	3 458	74.3	—	403	259	—	—	259	64.2
Laker Airways	1 130	167	2 199	49 089	389 938	332 906	85.4	—	39 559	26 632	—	—	26 632	67.3
Loganair	249	2 395	1 230	14 530	3 718	1 837	49.4	—	338	167	—	—	167	49.4
TOTAL Passenger Services	34 473	42 702	63 738	2 440 947	7 057 680	5 313 444	75.3	17 681	828 539	568 411	14 529	69 944	483 936	68.6
Cargo Services														
British Airways	1 330	803	1 929	—	—	—	—	4 741	30 772	18 976	215	18 760	—	61.7
British Caledonian Airways	234	103	329	—	—	—	—	973	7 370	3 406	154	3 253	—	46.2
Air Freight	30	126	98	—	—	—	—	270	148	60	—	60	—	44.1
Air-Bridge Carriers	3	9	11	—	—	—	—	66	31	18	—	18	—	59.0
British Island Airways	69	291	272	—	—	—	—	716	317	165	20	145	—	52.0
TOTAL Cargo Services	1 666	1 332	2 638	—	—	—	—	6 765	38 638	22 625	389	22 236	—	58.6
GRAND TOTAL	36 139	44 034	66 376	2 440 947	7 057 680	5 313 444	75.3	24 446	867 177	591 036	14 918	92 180	483 936	68.2

International Scheduled Services August 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	23 300	13 327	34 122	1 349 970	5 655 598	4 347 277	76.9	13 672	677 954	475 825	13 876	61 044	400 903	70.2
British Caledonian Airways	2 765	1 803	4 128	93 846	484 380	287 858	59.4	1 640	62 105	35 568	553	8 251	26 764	57.3
Air Anglia	525	1 049	1 218	27 155	33 414	15 237	45.6	119	3 369	1 592	—	68	1 524	47.2
Aviation Beauport	11	198	82	1 189	103	69	67.0	—	9	6	—	—	6	66.7
Aurigny Air Services	181	2 796	865	31 588	2 546	2 057	80.8	86	245	170	—	5	165	69.3
British Island Airways	507	1 767	1 973	45 702	23 749	11 894	50.1	317	2 188	1 125	—	114	1 011	51.4
British Midland Airways	137	358	450	12 173	9 916	4 701	47.4	39	767	383	—	16	367	49.9
Brymon Airways	39	182	178	1 615	678	421	62.0	1	58	35	—	—	34	59.6
Dan-Air Services	382	823	1 000	29 530	28 865	17 468	60.5	36	2 451	1 495	—	16	1 479	61.0
Haywards Aviation	6	44	30	102	48	15	30.5	1	5	1	—	—	1	24.6
Intra Airways	34	208	147	5 903	1 887	1 149	60.9	—	174	86	—	—	86	49.2
Laker Airways	1 130	167	2 199	49 089	389 938	332 906	85.4	—	39 559	26 632	—	—	26 632	67.3
TOTAL Passenger Services	29 018	22 722	46 392	1 647 862	6 631 122	5 021 052	75.7	15 909	788 884	542 916	14 430	69 513	458 972	68.8
Cargo Services														
British Airways	1 300	749	1 860	—	—	—	—	4 204	30 209	18 677	214	18 462	—	61.8
British Caledonian Airways	209	59	277	—	—	—	—	719	7 162	3 261	8	3 253	—	45.5
Air Freight	30	126	98	—	—	—	—	270	148	60	—	60	—	44.1
British Island Airways	4	8	13	—	—	—	—	13	18	6	—	6	—	34.5
TOTAL Cargo Services	1 543	942	2 248	—	—	—	—	5 205	37 537	22 004	222	21 781	—	58.6
GRAND TOTAL	30 560	23 664	48 640	1 647 862	6 631 122	5 021 052	75.7	21 114	826 421	564 920	14 652	91 294	458 972	68.4

Domestic Scheduled Services August 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	2 812	7 426	7 746	475 632	286 433	198 757	69.4	930	26 678	17 531	74	282	17 175	65.7	
British Airways Helicopters	33	538	177	13 970	991	852	86.0	11	82	62	—	1	62	76.1	
British Caledonian Airways	463	1 720	1 328	60 434	37 203	24 215	65.1	478	3 742	2 113	22	73	2 019	56.5	
Air Anglia	385	1 759	1 307	17 964	11 560	6 517	56.4	36	1 183	662	—	14	647	55.9	
Air Ecosse (Charters)	32	197	110	773	509	123	24.2	1	38	10	—	—	10	26.4	
British Island Airways	337	1 729	1 419	55 217	14 419	11 123	77.1	134	1 331	966	1	20	945	72.6	
British Midland Airways	633	2 084	2 080	101 583	47 269	33 418	70.7	165	4 103	2 644	2	35	2 607	64.4	
Brymon Airways	160	714	667	9 380	4 569	2 495	54.6	3	432	205	—	1	204	47.4	
Dan-Air Services	291	1 218	1 048	37 022	16 987	10 638	62.6	14	1 442	909	—	6	903	63.0	
Haywards Aviation	17	76	84	481	132	106	80.5	—	56	54	—	—	54	95.4	
Intra Airways	44	124	151	6 099	2 770	2 309	83.4	—	229	173	—	—	173	75.5	
Loganair	249	2 395	1 230	14 530	3 718	1 837	49.4	—	338	167	—	—	167	49.4	
TOTAL Passenger Services	5 455	19 980	17 346	793 085	426 558	292 391	68.6	1 772	39 655	25 495	100	431	24 964	64.3	
Cargo Services															
British Airways	30	54	69	—	—	—	—	537	563	298	1	298	—	53.0	
British Caledonian Airways	25	44	52	—	—	—	—	254	208	146	146	—	—	70.3	
Air-Bridge Carriers	3	9	11	—	—	—	—	66	31	18	—	18	—	59.0	
British Island Airways	65	283	259	—	—	—	—	704	300	159	20	138	—	53.0	
TOTAL Cargo Services	123	390	391	—	—	—	—	1 560	1 101	621	167	455	—	56.4	
GRAND TOTAL	5 578	20 370	17 737	793 085	426 558	292 391	68.6	3 332	40 756	26 116	266	886	24 964	64.1	

All Non-scheduled Services August 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	270	146	760	13 760	39 862	31 122	78.1	749	5 925	3 660	—	854	2 806	61.8
British Airtours	1 926	979	3 164	163 205	363 950	318 526	87.5	—	33 121	28 946	—	—	26 946	81.4
British Airways Helicopters	514	3 885	2 559	35 152	10 938	5 242	47.9	218	1 067	456	—	36	420	42.7
British Caledonian Airways	1 116	833	1 909	76 826	115 529	96 680	83.7	859	16 335	11 348	—	3 614	7 734	69.5
Air Anglia	1	4	3	11	6	2	39.3	—	1	—	—	—	—	32.1
Air Europe	771	458	1 237	54 316	100 220	94 294	94.1	—	9 481	7 544	—	—	7 544	79.6
Air Freight	39	111	163	—	—	—	—	109	195	87	12	75	—	44.4
Air Transcontinental Airlines	626	359	911	—	112 942	83 224	73.7	—	21 618	7 000	—	315	6 686	32.4
Air-Bridge Carriers	74	129	190	—	—	—	—	894	1 061	542	—	542	—	51.1
Alderney Air Ferries	11	93	61	576	102	70	68.8	—	9	4	—	—	4	50.0
Alldair	79	232	255	8 864	4 717	2 797	59.3	33	472	222	—	13	209	47.1
B.E.A.S.	121	4 958	808	24 411	1 331	596	44.8	48	121	55	—	1	54	45.5
Bristow Helicopters	588	3 733	3 458	29 018	10 172	5 314	52.2	230	864	520	—	43	477	60.2
Britannia Airways	5 391	3 142	8 596	383 163	700 857	658 068	93.9	—	59 593	55 936	—	—	55 936	93.9
British Air Ferries	39	91	143	1 647	1 148	628	54.7	10	178	71	—	14	67	39.9
British Island Airways	661	698	1 390	31 431	47 755	43 392	90.9	458	4 841	3 882	—	196	3 686	80.2
British Midland Airways	924	864	1 555	43 413	140 928	85 890	60.9	277	20 831	7 670	—	791	6 879	36.8
Dan-Air Services	4 801	3 940	8 735	332 565	551 977	491 006	89.0	118	44 285	39 391	—	37	39 355	89.0
Express Air Services CI	62	316	271	4 743	1 980	1 117	56.4	662	300	199	—	110	89	66.5
General Aviation Services	36	103	159	—	—	—	—	172	181	62	—	62	—	34.3
Gleneagle Helicopters	2	12	11	45	29	9	31.0	—	3	1	—	—	1	33.3
Guernsey Airlines	16	42	50	1 622	952	710	74.5	2	96	55	—	1	53	57.0
I.A.S. Cargo Airlines	994	340	1 253	—	—	—	—	4 082	39 019	28 537	—	28 537	—	73.1
Intra Airways	122	277	357	11 644	6 731	5 293	78.6	138	731	473	—	77	396	64.7
Invicta International Airlines	47	28	101	—	—	—	—	176	770	350	—	350	—	46.4
Laker Airways	2 780	1 188	3 943	149 578	621 685	471 707	75.9	—	57 180	37 750	—	—	37 750	66.0
Loganair	185	657	816	3 974	2 779	1 667	60.0	—	263	152	—	—	152	60.1
Management Aviation	82	1 440	394	6 110	535	309	57.8	55	47	26	—	3	23	55.3
Monarch Airlines	1 908	1 179	3 131	155 760	294 899	268 262	91.0	—	28 726	24 330	—	—	24 330	84.7
North Scottish Helicopters	207	2 590	1 009	9 592	1 064	747	70.2	—	82	58	—	—	58	70.7
Pelican Air Transport	93	35	136	—	—	—	—	338	4 179	2 815	—	2 815	—	67.4
Redcoat Air Cargo	122	40	273	—	—	—	—	193	2 121	1 058	—	1 058	—	49.9
Scimitar Airlines	269	86	364	—	—	—	—	—	11 169	8 838	—	8 838	—	79.1
Southern Int-Air Transport	35	168	114	7 832	2 594	1 777	68.5	—	231	138	—	—	138	59.8
Tradewinds Airways	492	157	726	—	—	—	—	1 877	18 831	9 465	—	9 465	—	50.3
Transmeridian Air Cargo	383	171	775	—	—	—	—	1 490	11 023	5 576	—	5 576	—	50.6
TOTAL	25 784	33 484	49 778	1 548 247	3 135 683	2 668 450	85.1	13 198	394 937	285 215	12	63 421	221 783	72.2
Class 5A Licence TOTAL	402	420	724	16 439	12 369	10 198	82.4	..	12 689	9 933	—	9 086	847	78.1
TOTAL Excludes 5A Licence	25 382	33 064	49 054	1 531 808	3 123 314	2 658 252	85.1	13 198	382 248	275 282	12	54 335	220 936	72.0

* Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services August 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	270	146	760	13 760	39 862	31 122	78.1	749	5 925	3 660	—	854	2 806	61.8
British Airtours	1 926	979	3 164	163 205	363 950	318 526	87.5	—	33 121	26 946	—	—	26 946	81.4
British Airways Helicopters	508	3 839	2 529	35 088	10 810	5 234	48.4	218	1 055	455	—	36	419	43.1
British Caledonian Airways	1 115	827	1 902	76 801	115 516	96 674	83.7	859	16 334	11 348	—	3 614	7 734	69.5
Air Europe	771	458	1 237	54 315	100 220	94 294	94.1	—	9 481	7 544	—	—	7 544	79.6
Air Freight	33	93	143	—	—	—	—	73	157	75	—	75	—	47.6
Air Transcontinental Airlines	626	359	911	—	112 942	83 224	73.7	—	21 618	7 000	—	316	6 686	32.4
Air-Bridge Carriers	42	49	109	—	—	—	—	366	685	323	—	323	—	47.1
Alidair	19	41	64	1 530	1 152	599	52.0	3	115	48	—	3	45	41.5
B.E.A.S.	121	4 958	808	24 411	1 331	596	44.8	48	121	55	—	1	54	45.5
Bristov Helicopters	588	3 733	3 458	29 018	10 172	5 314	52.2	230	864	520	—	43	477	60.2
Britannia Airways	5 391	3 142	8 596	383 163	700 857	658 068	93.9	—	59 593	55 936	—	—	55 936	93.9
British Air Ferries	31	64	111	922	778	420	54.0	10	142	52	—	14	38	36.7
British Island Airways	607	590	1 214	31 295	47 737	43 380	90.9	274	4 696	3 789	—	104	3 685	82.4
British Midland Airways	844	609	1 355	30 703	134 200	81 617	60.8	260	20 197	7 332	—	786	6 546	36.3
Dan-Air Services	4 417	2 940	7 350	304 503	534 930	479 363	89.6	6	42 836	38 372	—	6	38 366	89.6
General Aviation Services	30	68	128	—	—	—	—	111	151	51	—	51	—	33.9
Gleneagle Helicopters	2	12	11	45	29	9	31.0	—	3	1	—	—	1	33.3
Guernsey Airlines	15	34	44	1 452	873	664	76.0	2	88	51	—	1	50	58.2
I.A.S. Cargo Airlines	994	340	1 253	—	—	—	—	4 082	39 019	28 537	—	28 537	—	73.1
Intra Airways	57	114	165	6 133	4 059	3 202	78.9	3	338	241	—	1	240	71.2
Invicta International Airlines	47	28	101	—	—	—	—	176	770	350	—	350	—	45.4
Laker Airways	2 780	1 188	3 943	149 578	621 685	471 707	76.9	—	57 180	37 750	—	—	37 750	66.0
Management Aviation	82	1 440	394	5 110	535	309	57.8	55	47	26	—	3	23	55.5
Monarch Airlines	1 908	1 179	3 131	155 750	294 899	268 262	91.0	—	28 726	24 330	—	—	24 330	84.7
North Scottish Helicopters	207	2 590	1 009	9 592	1 064	747	70.2	—	82	58	—	—	58	70.7
Pelican Air Transport	93	35	136	—	—	—	—	338	4 179	2 815	—	2 815	—	67.4
Redcoat Air Cargo	122	40	273	—	—	—	—	193	2 121	1 058	—	1 058	—	49.9
Scimitar Airlines	269	86	364	—	—	—	—	—	11 169	8 838	—	8 838	—	79.1
Southern Int-Air Transport	34	158	109	7 832	2 529	1 777	70.3	—	226	138	—	—	138	61.1
Tradewinds Airways	492	157	726	—	—	—	—	1 877	18 831	9 465	—	9 465	—	50.3
Transmeridian Air Cargo	383	171	775	—	—	—	—	1 490	11 023	5 576	—	5 576	—	50.6
TOTAL	24 822	30 467	46 273	1 484 206	3 100 131	2 645 108	85.3	11 431	390 792	282 737	—	62 867	219 870	72.4
Class 5A Licence TOTAL	369	280	580	11 696	10 389	9 081	87.4	..	12 542	9 844	—	9 086	758	78.3
TOTAL Excludes 5A Licence	24 453	30 187	45 693	1 472 510	3 089 742	2 636 027	85.3	11 431	378 250	272 893	—	53 781	219 112	72.2

* Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services August 1979

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	6	46	29	64	128	8	6.3	—	12	1	—	—	1	8.3
British Caledonian Airways	1	6	7	25	13	6	46.7	—	1	1	—	—	1	45.9
Air Anglia	1	4	3	11	6	2	39.3	—	1	—	—	—	—	32.1
Air Freight	6	18	20	—	—	—	—	36	38	12	12	—	—	31.5
Air-Bridge Carriers	31	80	81	—	—	—	—	528	377	220	—	220	—	58.3
Alderney Air Ferries	11	93	61	576	102	70	68.8	—	9	4	—	—	4	50.0
Alidair	59	191	191	7 334	3 564	2 198	61.7	29	356	174	—	10	165	48.9
British Air Ferries	8	27	33	725	370	207	56.1	—	36	19	—	—	19	52.5
British Island Airways	53	108	176	136	18	13	70.0	183	245	93	—	92	1	37.8
British Midland Airways	79	255	199	12 710	6 728	4 274	63.5	17	633	338	—	5	333	53.4
Dan-Air Services	384	1 000	1 385	28 062	17 048	11 643	68.3	112	1 449	1 020	—	31	989	70.4
Express Air Services CI	62	316	271	4 743	1 980	1 117	56.4	662	300	199	—	110	89	66.5
General Aviation Services	6	35	32	—	—	—	—	61	30	11	—	11	—	36.1
Guernsey Airlines	1	8	6	170	79	46	57.9	—	8	3	—	—	3	43.4
Intra Airways	65	163	192	5 511	2 672	2 091	78.2	135	393	232	—	76	156	59.1
Loganair	185	657	816	3 974	2 779	1 667	60.0	—	253	152	—	—	152	60.1
Southern Int-Air Transport	1	10	5	—	65	—	—	—	5	—	—	—	—	—
TOTAL	962	3 017	3 506	64 041	35 552	23 342	65.7	1 766	4 145	2 479	12	553	1 913	59.8
Class 5A Licence TOTAL	33	140	144	4 743	1 980	1 117	56.4	..	147	89	—	—	89	60.5
TOTAL Excludes 5A Licence	929	2 877	3 362	59 298	33 572	22 225	66.2	1 766	3 998	2 390	12	553	1 824	59.8

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations August 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	901	170	1 055	45 152	—	310 975	248 565	79.9	31 545	19 882	63.0
TOTAL	901	170	1 055	45 152	—	310 975	248 565	79.9	31 545	19 882	63.0

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers August 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	162	113	266	8 212	17 161	13 096	76.3	1 690	1 135	67.2	—	—
British Airtrous	1 544	806	2 588	139 166	291 848	268 896	92.1	26 560	22 690	85.4	—	13 002
British Caledonian Airways	830	662	1 463	66 372	99 395	86 236	86.8	8 964	6 899	77.0	—	5 126
Air Europe	764	450	1 223	53 447	99 284	93 513	94.2	9 392	7 481	79.7	—	—
Britannia Airways	5 245	2 966	8 344	363 512	681 951	641 479	94.1	57 986	54 527	94.0	—	—
British Island Airways	519	385	918	30 004	45 821	41 708	91.0	4 120	3 543	86.0	—	—
British Midland Airways	89	71	201	3 969	6 816	5 803	85.1	594	453	76.2	—	—
Dan-Air Services	3 404	2 290	5 623	244 987	414 808	377 615	91.0	33 200	30 216	91.0	—	40
Guernsey Airlines	8	8	22	381	507	402	79.4	51	30	59.4	—	—
Intra Airways	7	12	20	600	485	358	73.9	40	27	66.4	—	—
Laker Airways	1 558	936	2 468	97 585	250 279	172 509	68.9	19 559	13 817	70.6	—	—
Monarch Airlines	1 540	894	2 494	126 516	249 291	229 526	92.1	24 248	20 817	85.9	—	—
TOTAL International Services	15 671	9 593	25 630	1 134 731	2 157 646	1 931 142	89.5	186 404	161 634	86.7	—	18 168
Domestic Services												
Alderney Air Ferries	11	91	59	558	100	68	68.1	8	4	48.8	—	18
Dan-Air Services	1	1	2	3	33	2	6.3	3	—	7.3	—	—
Intra Airways	25	36	65	2 001	1 834	1 397	76.2	151	105	69.5	—	—
TOTAL Domestic Services	37	128	127	2 562	1 967	1 467	74.6	162	109	67.3	—	18
GRAND TOTAL	15 708	9 721	25 757	1 137 293	2 159 613	1 932 609	89.5	186 566	161 743	86.7	—	18 186

All Class 4 Licence Operations August 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	2	4	6	—	361	200	183	91.2	17	17	96.5
British Airtours	160	96	277	13 002	2 576	30 262	25 881	85.5	2 754	2 213	80.4
British Caledonian Airways	91	112	181	5 126	4 887	10 933	8 005	73.2	986	640	65.0
Air Europe	7	8	14	—	868	936	781	83.5	89	63	70.6
Alderney Air Ferries	—	2	2	18	—	2	2	100.0	—	—	100.0
Alldair	3	8	11	—	342	188	165	87.5	19	12	65.2
British Island Airways	21	15	35	—	1 097	1 846	1 604	86.9	166	136	82.1
British Midland Airways	1	2	4	—	734	91	65	71.2	7	5	76.6
Dan-Air Services	928	573	1 533	40	54 604	111 167	95 220	85.7	8 914	7 625	85.5
Intra Airways	45	109	134	—	5 492	3 201	2 636	82.3	263	197	74.9
Monarch Airlines	368	285	637	—	29 234	45 608	38 736	84.9	4 478	3 513	78.5
TOTAL	1 626	1 214	2 833	18 186	100 195	204 434	173 278	84.8	17 693	14 422	81.5

International Class 4 Licence Operations August 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	2	4	6	—	361	200	183	91.2	17	17	96.5
British Airtours	160	96	277	13 002	2 576	30 262	25 881	85.5	2 754	2 213	80.4
British Caledonian Airways	91	112	181	5 126	4 887	10 933	8 005	73.2	986	640	65.0
Air Europe	7	8	14	—	868	936	781	83.5	89	63	70.6
Alldair	1	2	4	—	113	76	71	94.2	8	5	70.0
British Island Airways	21	15	35	—	1 097	1 846	1 604	86.9	166	136	82.1
British Midland Airways	1	2	4	—	734	91	65	71.2	7	5	76.6
Dan-Air Services	928	573	1 533	40	54 604	111 167	95 220	85.7	8 914	7 625	85.5
Intra Airways	41	66	115	—	3 914	2 993	2 464	82.3	246	184	75.0
Monarch Airlines	368	285	637	—	29 234	45 608	38 736	84.9	4 478	3 513	78.5
TOTAL	1 620	1 163	2 805	18 168	98 388	204 111	173 010	84.8	17 664	14 402	81.5

Domestic Class 4 Licence Operations August 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)	
Alderney Air Ferries	—	2	2	18	—	2	2	100.0	—	—	100.0
Alldair	2	6	6	—	229	113	93	83.1	11	7	62.0
Intra Airways	4	43	20	—	1 578	208	172	82.7	17	13	73.7
TOTAL	6	51	28	18	1 807	323	268	82.9	29	20	69.3

All Class 6 Licence Operations August 1979

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	4	4	12	58	73	62	—	62	84.6
British Caledonian Airways	139	31	182	578	4 531	3 135	—	3 135	69.2
Air Freight	12	44	70	109	63	28	12	16	44.1
Air-Bridge Carriers	68	106	167	726	989	497	—	497	50.3
British Island Airways	50	132	190	287	231	112	—	112	48.5
Dan-Air Services	13	49	48	58	51	14	—	14	27.7
Express Air Services C.I.	29	176	127	662	153	110	—	110	72.2
General Aviation Services	36	103	159	173	181	62	—	62	34.3
I.A.S. Cargo Airlines	840	261	1 038	3 763	32 952	26 398	—	26 398	80.1
Invicta International Airlines	25	17	53	72	404	112	—	112	27.8
Pelican Air Transport	88	31	120	339	3 700	2 567	—	2 567	69.4
Redcoat Air Cargo	122	40	273	194	2 121	1 058	—	1 058	49.9
Tradewinds Airways	448	142	664	1 698	17 007	8 367	—	8 367	49.2
Transmeridian Air Cargo	133	47	247	455	3 909	2 361	—	2 361	60.4
TOTAL	2 008	1 183	3 352	9 170	66 365	44 884	12	44 872	67.6

International Class 6 Licence Operations August 1979

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	4	4	12	58	73	62	—	62	84.6
British Caledonian Airways	139	31	182	578	4 531	3 135	—	3 135	69.2
Air Freight	6	26	51	72	25	16	—	16	63.3
Air-Bridge Carriers	42	49	109	366	685	323	—	323	47.1
British Island Airways	46	124	176	270	210	102	—	102	48.7
Dan-Air Services	3	4	12	3	14	3	—	3	22.1
General Aviation Services	30	68	128	112	151	51	—	51	33.9
I.A.S. Cargo Airlines	840	261	1 038	3 763	32 952	26 398	—	26 398	80.1
Invicta International Airlines	25	17	53	72	404	112	—	112	27.8
Pelican Air Transport	88	31	120	339	3 700	2 567	—	2 567	69.4
Redcoat Air Cargo	122	40	273	194	2 121	1 058	—	1 058	49.9
Tradewinds Airways	448	142	664	1 698	17 007	8 367	—	8 367	49.2
Transmeridian Air Cargo	133	47	247	455	3 909	2 361	—	2 361	60.4
TOTAL	1 927	844	3 065	7 978	65 782	44 555	—	44 555	67.7

Domestic Class 6 Licence Operations August 1979

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km available (000)	Tonne-kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	6	18	20	37	38	12	12	—	31.5
Air-Bridge Carriers	25	57	58	360	304	175	—	175	57.5
British Island Airways	5	8	15	17	21	10	—	10	46.7
Dan-Air Services	9	45	36	55	38	11	—	11	29.7
Express Air Services C.I.	29	176	127	662	153	110	—	110	72.2
General Aviation Services	6	35	32	61	30	11	—	11	36.1
TOTAL	81	339	287	1 192	583	329	12	317	56.4

All Class 7 Licence Operations August 1979

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	514	3 885	2 559	35 152	10 938	5 242	47.9	218	1 067	456	36	420	42.7
British Caledonian Airways	16	3	20	60	2 999	476	15.9	—	441	38	—	38	8.6
B.E.A.S.	121	4 958	808	24 411	1 331	596	44.8	48	121	55	1	54	45.5
Bristow Helicopters	588	3 733	3 458	29 018	10 172	5 314	52.2	231	864	520	43	477	60.2
Gleneagle Helicopters	2	12	11	45	29	9	31.0	—	3	1	—	1	33.3
Management Aviation	82	1 440	394	5 110	535	309	57.8	55	47	26	3	23	55.3
North Scottish Helicopters	207	2 590	1 009	9 592	1 064	747	70.2	—	82	58	—	58	70.7
TOTAL	1 530	16 621	8 257	103 388	27 068	12 693	46.9	553	2 625	1 154	83	1 071	44.0

International Class 7 Licence Operations August 1979

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	508	3 839	2 529	35 088	10 810	5 234	48.4	218	1 055	455	36	419	43.1
British Caledonian Airways	16	3	20	60	2 999	476	15.9	—	441	38	—	38	8.6
B.E.A.S.	121	4 958	808	24 411	1 331	596	44.8	48	121	55	1	54	45.5
Bristow Helicopters	588	3 733	3 458	29 018	10 172	5 314	52.2	231	864	520	43	477	60.2
Gleneagle Helicopters	2	12	11	45	29	9	31.0	—	3	1	—	1	33.3
Management Aviation	82	1 440	394	5 110	535	309	57.8	55	47	26	3	23	55.3
North Scottish Helicopters	207	2 590	1 009	9 592	1 064	747	70.2	—	82	58	—	58	70.7
TOTAL	1 524	16 575	8 228	103 324	26 940	12 685	47.1	553	2 613	1 153	83	1 070	44.1

Domestic Class 7 Licence Operations August 1979

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	6	46	29	64	128	8	6.3	—	12	1	—	1	8.3
TOTAL	6	46	29	64	128	8	6.3	—	12	1	—	1	8.3

All Exempt Operations August 1979

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of* passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	101	25	477	5 187	22 500	17 843	79.3	692	4 145	2 446	792	1 654	59.0
British Airtours	221	77	299	3 461	41 840	23 749	56.8	—	3 808	2 042	—	2 042	53.6
British Caledonian Airways	40	25	63	381	2 202	1 963	89.2	281	1 412	636	479	157	45.0
Air Anglia	1	4	3	11	6	2	39.3	—	1	—	—	—	32.1
Air Freight	27	67	92	—	—	—	—	1	132	59	59	—	44.7
Air Transcontinental Airlines	626	359	911	—	112 942	83 224	73.7	—	21 618	7 000	315	6 686	32.4
Air-Bridge Carriers	6	23	23	—	—	—	—	169	73	45	45	—	61.9
Alidair	75	224	245	8 522	4 529	2 632	58.1	33	453	210	13	197	46.3
Britannia Airways	85	144	161	15 787	11 047	9285	84.1	—	939	789	—	789	84.1
British Air Ferries	39	91	143	1 647	1 148	628	54.7	11	178	71	14	57	39.9
British Island Airways	71	166	246	330	88	81	91.8	171	325	90	83	7	27.8
British Midland Airways	833	791	1 350	38 710	134 021	80 022	59.7	278	20 230	7 212	791	6 422	35.7
Dan-Air Services	466	1 027	1 529	32 927	25 367	18 165	71.6	60	2 116	1 536	23	1 513	72.6
Guernsey Airlines	7	34	28	1 241	446	308	69.0	3	45	24	1	23	54.3
I.A.S. Cargo Airlines	154	79	215	—	—	—	—	320	6 067	2 139	2 139	—	35.3
Intra Airways	45	120	137	3 551	1 211	902	74.4	138	277	144	77	67	52.1
Invicta International Airlines	22	11	48	—	—	—	—	105	366	238	238	—	64.9
Laker Airways	320	82	420	6 861	60 431	50 633	83.8	—	6 075	4 051	—	4 051	66.7
Loganair	185	657	816	3 974	2 779	1 667	60.0	—	253	152	—	152	60.1
Southern Int-Air Transport	1	10	5	—	65	—	—	—	5	—	—	—	—
Tradewinds Airways	43	15	62	—	—	—	—	179	1 824	1 097	1 097	—	60.1
Transmeridian Air Cargo	250	124	528	—	—	—	—	1 035	7 114	3 216	3 216	—	45.2
TOTAL	3,609	4 155	7 801	127 590	420 622	291 104	69.2	3 475	77 453	33 197	9 380	23 817	42.9

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

International Exempt Operations August 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	101	25	477	5 187	22 500	17 843	79.3	692	4 145	2 446	792	1 654	59.0
British Airtrons	221	77	299	8 461	41 840	23 749	56.8	—	3 808	2 042	—	2 042	53.6
British Caledonian Airways	39	19	56	356	2 189	1 957	89.4	281	1 411	636	479	157	45.0
Air Freight	27	67	92	—	—	—	—	1	132	59	59	—	44.7
Air Transcontinental Airlines	626	359	911	—	112 942	83 224	73.7	—	21 618	7 000	315	6 686	32.4
Alldair	18	39	60	1 417	1 077	528	49.0	4	108	43	3	39	39.5
Britannia Airways	85	144	161	15 787	11 047	9 285	84.1	—	939	789	—	789	84.1
British Air Ferries	31	64	111	922	778	420	54.0	11	142	52	14	38	36.7
British Island Airways	22	66	85	194	70	68	97.4	5	100	7	2	6	7.3
British Midland Airways	754	536	1 151	26 000	127 293	75 749	59.5	261	19 596	6 874	786	6 088	35.1
Dan-Air Services	82	73	181	4 868	8 794	6 524	74.2	3	708	528	3	525	74.6
Guernsey Airlines	6	26	22	1 071	367	262	71.4	3	37	21	1	20	56.7
I.A.S. Cargo Airlines	154	79	215	—	—	—	—	320	6 067	2 139	2 139	—	35.3
Intra Airways	9	36	30	1 619	581	380	65.4	3	52	29	1	28	56.8
Invicta International Airlines	22	11	48	—	—	—	—	105	366	238	238	—	64.9
Laker Airways	320	82	420	6 861	60 431	50 633	83.8	—	6 075	4 051	—	4 051	66.7
Tradewinds Airways	43	15	62	—	—	—	—	179	1 824	1 097	1 097	—	60.1
Transmeridian Air Cargo	250	124	528	—	—	—	—	1 035	7 114	3 216	3 216	—	45.2
TOTAL	2 810	1 842	4 909	72 743	389 909	270 622	69.4	2 901	74 242	31 266	9 143	22 123	42.1

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

Domestic Exempt Operations August 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 Caledonian Airways	1	6	7	25	13	6	46.7	—	1	1	—	1	45.9
Air Anglia	1	4	3	11	6	2	39.3	—	1	—	—	—	32.1
Air-Bridge Carriers	6	23	23	—	—	—	—	169	73	45	45	—	61.9
Alldair	58	185	185	7 105	3 452	2 104	61.0	30	345	167	10	158	48.5
British Air Ferries	8	27	33	725	370	207	56.1	—	36	19	—	19	52.5
British Island Airways	49	100	162	136	18	13	70.0	167	224	83	82	1	37.0
British Midland Airways	79	255	199	12 710	6 728	4 274	63.5	17	633	338	5	333	53.4
Dan-Air Services	374	954	1 347	28 059	16 573	11 641	70.2	57	1 408	1 008	19	989	71.6
Guernsey Airlines	1	8	6	170	79	46	57.9	—	8	3	—	3	43.4
Intra Airways	36	84	107	1 932	630	522	82.8	135	225	115	76	39	51.0
Loganair	185	657	816	3 974	2 779	1 667	60.0	—	253	152	—	152	60.1
Southern Int-Air Transport	1	10	5	—	65	—	—	—	5	—	—	—	—
TOTAL	799	2 313	2 891	54 847	30 712	20 482	66.7	574	3 212	1 931	237	1 694	60.1

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

Class 5 Operations for UK Operators August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Britannia Airways	61	32	91	3 864	7 860	7 304	92.9	..	668	620	—	—	620	92.8
Express Air Services C.I.	33	140	144	4 743	1 980	1 117	56.4	..	147	89	—	—	89	60.5
Pelican Air Transport	5	4	16	—	—	—	—	..	479	248	—	248	—	51.8
Scimitar Airlines	269	86	364	—	—	—	—	..	11 169	8 838	—	8 838	—	79.1
Southern Int-Air Transport	34	158	109	7 832	2 529	1 777	70.3	..	226	138	—	—	138	61.1
TOTAL	402	420	724	16 439	12 369	10 198	82.4	..	12 689	9 933	—	9 086	847	78.3

NOTE: Sub-charter operations where the capacity available is less than 20% of the capacity of the main licence holder are now reported as exempt operations.

Class 5 Operations for Non-UK Operators August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		

NOTE: These operations are now reported as exempt services. Class 5 Licences are no longer required for any operations performed for non-UK operators.

Aircraft Type and Utilisation—All Airlines August 1979

Table 31.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Aerospatiale SA330J Puma	✂ 154	635	—	754	—	6 729	1 632	9	2.6
Aerospatiale SA-365 Dauphin	✂ 54	889	32	225	4	5 334	318	..	..
Aviation Traders Merchantman	290	—	339	—	632	—	—	6	3.8
AW650 Argosy	47	—	112	—	137	—	—	3	2.1
BAC 111-200	852	1 834	—	1 980	—	87 790	46 692	9	6.7
BAC 111-300/400	3 127	3 113	—	5 689	—	196 418	217 610	20	7.9
BAC 111-500	4 717	6 334	43	9 336	51	475 291	397 541	36	7.7
BAC/Aerospatiale Concorde	855	151	—	595	—	7 752	48 568	5	4.8
Bell 212 Twin	✂ 160	6 045	—	1 035	—	29 984	776	10	(b) 2.7
Boeing 707-120/120B	718	400	—	1 024	—	16 833	101 774	1	9.8
Boeing 707-320/320B	92	69	—	167	—	—	9 681	—	—
Boeing 707-320C/336	6 364	1 694	582	5 941	2 524	130 208	498 816	38	8.3
Boeing 707-420	1 926	979	—	3 164	—	163 205	318 526	10	8.2
Boeing 720/720B	1 126	625	—	1 816	—	94 641	177 965	5	8.2
Boeing 727-100	1 838	993	—	2 784	—	121 548	229 242	8	8.1
Boeing 737-200	6 162	3 600	—	9 833	—	437 478	752 362	21	12.7
Boeing 747-100	5 838	1 375	—	7 606	—	276 249	1 912 471	18	12.7
Boeing 747-200	2 782	565	—	3 314	—	113 367	877 234	8	12.6
Bristol Britannia 300	169	—	68	—	374	—	—	4	3.9
Britten-Norman Islander	186	2 284	—	924	—	9 864	789	11	2.4
Britten-Norman Trislander	246	3 166	—	1 221	—	35 459	2 639	14	2.5
Canadair CL 44	427	—	179	—	885	—	—	9	5.0
Cessna 404 Titan	100	319	—	422	—	1 722	613	2	6.4
DC3 Dakota/Pionair	54	161	133	93	185	3 983	356	8	1.4
DH 106 Comet 4B/C	708	442	—	1 190	—	46 223	76 020	7	5.0
DHC 6 Twin-Otter	349	1 393	—	1 544	—	12 336	3 788	9	4.4
Douglas DC-6A/6B/6C	6	—	12	—	22	—	—	2	—
Embraer Bandeirante	32	197	—	110	—	773	123	—	—
Fairchild Hillier FH227B	59	—	195	—	213	—	—	2	3.0
Fokker F28 2000-6000	251	448	—	458	—	14 119	9 360	3	4.4
Fokker Friendship 100/600	514	1 648	—	1 532	—	28 752	11 773	10	5.8
Hawker Siddeley 121 Trident 1C	696	1 269	—	1 484	—	87 301	48 194	11	4.1
Hawker Siddeley 121 Trident 1E	366	665	—	670	—	57 544	32 154	4	5.8
Hawker Siddeley 121 Trident 2E	1 736	1 662	—	2 988	—	125 222	128 854	16	6.1
Hawker Siddeley 121 Trident 3B	2 955	3 807	—	4 910	—	396 096	305 030	25	6.3
HP Herald 100/200	1 091	3 542	774	3 445	863	110 065	25 816	31	4.5
HS 748	730	2 330	45	2 641	38	64 052	22 573	21	3.9
Lockheed L1011 Tristar	1 395	691	—	2 212	—	142 547	270 605	9	7.4
Lockheed L-1011-500 Tristar	878	274	—	1 187	—	21 567	123 500	2	7.7
MBB BO 105	✂ 224	2 951	52	1 115	6	8 853	668	3	(a) 3.5
McDonnell-Douglas DC10-10	2 166	399	—	3 455	—	112 549	620 415	6	12.5
McDonnell-Douglas DC8-54F/55F	758	—	267	—	930	—	—	6	7.8
McDonnell-Douglas DC9-10 to 40	229	555	—	521	—	28 319	12 569	2	7.6
McDonnell-Douglas DC-10-30	1 082	238	—	1 347	—	25 658	173 039	3	12.4
Piper PA23 Aztec (and Apache)	✂ 2	10	—	7	—	31	6	1	0.4
Piper PA31 Navajo (All Series)	184	922	—	739	—	2 776	717	9	2.5
Short SD-330	28	170	—	127	—	2 002	200	—	—
Sikorsky S61N	✂ 896	5 663	—	4 880	—	66 644	9 583	43	(a) 3.5
Sikorsky S58T	✂ 32	424	37	177	5	1 947	135	5	1.5
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 672	861	—	4 325	—	52 307	278 970	15	9.0
Vickers Viscount 700	94	274	—	305	—	10 486	3 507	6	2.4
Vickers Viscount 700D/800/810	1 890	6 056	49	6 270	73	276 194	92 369	35	4.9
Westland Wessex	✂ 51	1 024	—	365	—	4 719	235	3	3.5
TOTAL	60 356	73 146	2 919	105 927	6 942	3 912 937	7 845 810	545	6.1

Aircraft in service and utilisation:—

(a) Excludes North Scottish Helicopters

(b) Excludes Gleneagle Helicopters ..

Aircraft Type and Utilisation—Individual Airlines Table 31.2

August 1979

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
British Airways									
HS 748	90	410	—	342	—	10 633	2 660	2	4.9
Vickers Viscount 700D/800/810	834	3 010	—	2 982	—	139 248	41 640	20	4.4
BAC 111-300-400	716	1 366	—	1 536	—	67 930	33 628	7	6.6
BAC 111-500	1 752	3 608	—	3 979	—	234 742	111 646	18	6.8
Hawker Siddeley 121 Trident 2E	1 736	1 662	—	2 988	—	125 222	128 854	16	6.1
Aviation Traders Merchantman	261	—	313	—	568	—	—	5	3.9
Hawker Sideley 121 Trident 1C	696	1 269	—	1 484	—	87 301	48 194	11	4.1
Hawker Siddeley 121 Trident 3B	2 955	3 807	—	4 910	—	396 096	305 030	25	6.3
Hawker Siddeley 121 Trident 1E	366	665	—	670	—	57 544	32 154	4	5.8
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 672	861	—	4 325	—	52 307	278 970	15	9.0
Lockheed L1011 Tristar	1 395	691	—	2 212	—	142 547	270 605	9	7.4
Boeing 707-320C/336	2 792	609	233	2 522	1 021	50 328	235 200	11	8.9
Lockheed L-1011-500 Tristar	878	274	—	1 187	—	21 567	123 500	2	7.7
Boeing 747-100	5 838	1 375	—	7 606	—	276 249	1 912 471	18	12.7
Boeing 747-200	2 782	565	—	3 314	—	113 367	877 234	8	12.6
BAC/Aerospatiale Concorde	855	151	—	595	—	7 752	48 568	5	4.8
TOTAL	26 617	20 323	546	40 652	1 589	1 782 833	4 450 354	177	7.2
British Airtours									
Boeing 707-420	1 926	979	—	3 164	—	163 205	318 526	10	8.3
British Airways Helicopters									
Sikorsky S61N	506	3 254	—	2 517	—	42 745	5 878	24	3.1
Sikorsky S58T	17	278	—	90	—	1 398	84	2	1.3
Bell 212 Twin	24	891	—	128	—	4 979	132	2	0.9
TOTAL	547	4 423	—	2 735	—	49 122	6 094	28	2.8
British Caledonian Airways									
Piper PA31 Navajo (All Series)	37	206	—	202	—	517	95	2	3.1
BAC 111-200	596	1 474	—	1 455	—	67 216	29 921	7	6.5
BAC 111-500	1 316	1 448	43	2 461	51	109 479	113 074	9	7.7
Boeing 707-320C/336	1 524	347	106	1 525	500	21 324	92 347	9	9.1
McDonnell-Douglas DC-10-30	1 082	238	—	1 347	—	25 658	173 039	3	12.4
Sikorsky S61N	24	596	—	151	—	6 912	277	1	4.5
TOTAL	4 578	4 309	149	7 141	551	231 106	408 753	31	7.8
Air Anglia									
Fokker Friendship 100/600	514	1 648	—	1 532	—	28 752	11 773	10	5.8
Fokker F28 2000-6000	251	448	—	458	—	14 119	9 360	3	4.4
Piper PA31 Navajo (All Series)	147	716	—	537	—	2 259	623	7	2.3
TOTAL	911	2 812	—	2 527	—	45 130	21 756	20	4.2
Air Ecosse (Charters)									
Embraer Bandeirante	32	197	—	110	—	773	123	—	—
Air Europe									
Boeing 737-200	771	458	—	1 237	—	54 315	94 294	3	10.8
Air Freight									
DC3 Dakota/Pionair	9	—	42	—	47	—	—	4	1.1
Fairchild Hillier FH227B	59	—	195	—	213	—	—	2	3.0
TOTAL	68	—	237	—	260	—	—	6	1.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Air Transcontinental Airlines									
Boeing 707-120/120B	534	290	—	744	—	—	73 543	—	—
Boeing 707-320/320B	92	69	—	167	—	—	9 681	—	—
TOTAL	626	359	—	911	—	—	83 224	—	—
Air-Bridge Carriers									
AW650 Argosy	47	—	112	—	137	—	—	3	2.1
Aviation Traders Merchantman	29	—	26	—	64	—	—	1	3.3
TOTAL	76	—	138	—	201	—	—	4	2.4
Alderney Air Ferries									
Britten-Norman Islander	11	93	—	61	—	576	70	—	—
Alidair									
Vickers Viscount 700	79	232	—	255	—	8 864	2 797	6	2.4
Aurigny Air Services									
Britten-Norman Trislander	168	2 587	—	796	—	30 409	1 982	7	2.8
Britten-Norman Islander	14	209	—	69	—	1 179	76	2	1.5
TOTAL	181	2 796	—	865	—	31 588	2 057	9	2.5
Aviation Beauport									
Britten-Norman Islander	11	198	—	82	—	1 189	69	—	—
B.E.A.S.									
Bell 212 Twin	121	4 958	—	808	—	24 411	596	7	3.5
Bristow Helicopters									
Sikorsky S61N	359	1 765	—	2 177	—	16 548	3 366	18	3.9
Westland Wessex	51	1 024	—	365	—	4 719	235	3	3.5
Sikorsky S58T	11	125	—	74	—	473	42	2	1.1
Bell 212 Twin	13	184	—	88	—	549	39	1	1.3
Aerospatiale SA330J Puma	154	635	—	754	—	6 729	1 632	9	2.6
TOTAL	588	3 733	—	3 458	—	29 018	5 314	33	3.2
Britannia Airways									
Boeing 737-200	5 391	3 142	—	8 596	—	383 163	658 068	18	12.9
British Air Ferries									
HP Herald 100/200	39	76	15	107	36	1 647	628	7	1.0
British Island Airways									
HP Herald 100/200	941	3 194	583	3 004	700	99 932	22 757	19	6.2
Cessna 404 Titan	100	319	—	422	—	1 722	613	2	6.4
BAC 111-300/400	530	377	—	917	—	30 246	42 942	3	7.7
TOTAL	1 571	3 890	583	4 343	700	131 900	66 312	24	6.4
British Midland Airways									
Vickers Viscount 700D/800/810	729	2 189	—	2 409	—	101 888	36 785	10	6.3
McDonnell-Douglas DC9-10 to 40	229	555	—	521	—	28 319	12 569	2	7.6
Boeing 707-320C/336	720	511	—	1 098	—	24 637	73 946	6	7.4
TOTAL	1 678	3 255	—	4 028	—	154 844	123 300	18	6.8

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 June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Brymon Airways									
Britten-Norman Islander	18	86	—	86	—	330	72	1	4.1
HP Herald 100/200	49	132	—	190	—	3 743	1 315	1	4.8
DHC 6 Twin-Otter	132	678	—	569	—	6 922	1 529	3	5.8
TOTAL	199	896	—	845	—	10 995	2 916	5	5.2
Dan-Air Services									
HS 748	640	1 920	45	2 299	38	53 419	19 914	19	3.8
Vickers Viscount 700D/800/810	140	422	—	410	—	12 005	4 897	2	2.5
BAC 111-200	256	360	—	525	—	20 574	16 770	2	7.5
BAC 111-300/400	757	657	—	1 381	—	46 043	58 254	5	8.5
BAC 111-500	1 052	834	—	1 861	—	86 794	110 756	6	9.6
DH 106 Comet 4B/C	708	442	—	1 190	—	46 223	76 020	7	5.0
Boeing 727-100	1 838	993	—	2 784	—	121 548	229 242	8	8.1
Boeing 707-320C/336	—	—	—	—	—	—	—	1	0.7
TOTAL	5 391	5 628	45	10 450	38	386 606	515 853	50	6.0
Express Air Services C.I.									
HP Herald 100/200	62	140	176	144	127	4 743	1 117	4	2.1
General Aviation Services									
DC3 Dakota/Pionair	30	—	91	—	138	—	—	2	1.6
Douglas DC-6A/6B/6C	6	—	12	—	22	—	—	2	2.5
TOTAL	36	—	103	—	160	—	—	4	1.2
Gleneagle Helicopters									
Bell 212 Twin	2	12	—	11	—	45	9	..	..
Guernsey Airlines									
Vickers Viscount 700	16	42	—	50	—	1 622	710	—	—
Haywards Aviation									
Britten-Norman Islander	21	110	—	107	—	552	115	1	2.5
Piper PA23 Aztec (and Apache)	2	10	—	7	—	31	6	1	0.4
TOTAL	23	120	—	114	—	583	121	2	1.4
I.A.S. Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	704	—	245	—	852	—	—	4	8.5
Intra Airways									
DC3 Dakota/Pionair	15	161	—	93	—	3 983	356	2	2.2
Vickers Viscount 700D/800/810	152	267	49	355	73	15 221	7 270	3	4.9
TOTAL	167	428	49	448	73	19 204	7 626	5	3.6
Invicta International Airlines									
Bristol Britannia 300	47	—	28	—	101	—	—	2	2.8
Laker Airways									
BAC 111-300/400	1 124	713	—	1 855	—	52 199	82 786	5	9.3
McDonnell-Douglas DC10-10	2 166	399	—	3 455	—	112 549	620 415	6	12.5
Boeing 707-320C/336	596	227	—	796	—	33 919	97 323	2	10.5
TOTAL	3 886	1 339	—	6 106	—	198 667	800 525	13	10.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Loganair									
Britten-Norman Trislander	79	579	—	425	—	5 050	658	7	2.3
Britten-Norman Islander	110	1 588	—	519	—	6 038	388	7	2.4
DHC 6 Twin-Otter	217	715	—	975	—	5 414	2 259	6	3.6
Short SD-330	28	170	—	127	—	2 002	200	—	—
TOTAL	434	3 052	—	2 046	—	18 504	3 504	20	2.7
Management Aviation									
Sikorsky S58T	4	21	37	13	5	76	9	1	3.9
MBB BO 105	52	918	52	254	6	2 754	152	3	4.0
Aerospatiale SA-365 Dauphin	26	380	32	112	4	2 280	148	—	—
TOTAL	82	1 319	121	379	15	5 110	309	4	3.1
Monarch Airlines									
BAC 111-500	598	444	—	1 035	—	44 276	62 066	3	9.4
Boeing 707-120/120B	184	110	—	280	—	16 833	28 231	1	9.8
Boeing 720/720B	1 126	625	—	1 816	—	94 641	177 965	5	8.2
TOTAL	1 908	1 179	—	3 131	—	155 750	268 262	9	8.8
North Scottish Helicopters									
Sikorsky S61N	7	48	—	35	—	439	61	..	..
MBB BO 105	172	2 033	—	861	—	6 099	516	..	..
Aerospatiale SA-365 Dauphin	28	509	—	113	—	3 054	170	..	..
TOTAL	207	2 590	—	1 009	—	9 592	747	..	..
Pelican Air Transport									
Boeing 707-320C/336	93	—	35	—	136	—	—	1	9.0
Redcoat Air Cargo									
Bristol Britannia 300	122	—	40	—	273	—	—	2	5.1
Scimitar Airlines									
Boeing 707-320C/336	269	—	86	—	364	—	—	2	6.2
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	35	168	—	114	—	7 832	1 777	3	3.8
Tradewinds Airways									
Canadair CL 44	98	—	30	—	187	—	—	2	6.3
Boeing 707-320C/336	370	—	122	—	503	—	—	3	7.3
TOTAL	468	—	152	—	690	—	—	5	6.9
Transmeridian Air Cargo									
Canadair CL 44	329	—	149	—	698	—	—	7	4.7
McDonnell-Douglas DC8-54F/55F	54	—	22	—	78	—	—	2	6.5
TOTAL	383	—	171	—	776	—	—	9	5.1
GRAND TOTAL	60 356	73 146	2 919	105 927	6 942	3 912 937	7 845 810	545	6.1

Operations Subject to Variable Charge by Type of Licence August 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	846 641	576 576	104 789	471 785	68.1
Class 2	31 545	19 882	—	19 882	63.0
Class 3	185 553	160 917	—	160 917	86.7
Class 4	17 676	14 411	—	14 411	81.5
Class 5A	12 689	9 933	9 086	847	78.3
Class 6	55 258	35 767	35 767	—	64.7
Class 7	2 367	1 021	80	941	43.1
TOTAL	1 151 728	818 507	149 722	668 782	71.0
Non-chargeable Operations					
Aircraft hired from Foreign Operators	20 886	14 575	2 502	12 074	69.7
Exempt Services	76 412	32 928	9 181	23 747	43.1
Class 5B	—	—	—	—	—
Small Aircraft Operations	1 189	703	9	694	59.1
TOTAL	98 487	48 206	11 691	36 515	48.9
GRAND TOTAL	1 250 215	866 713	161 413	705 297	69.3

Output by Type of Licence and Aircraft Ownership August 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	847 563	519	19 095	867 177
Class 2	31 545	—	—	31 545
Class 3	185 561	5	999	186 566
Class 4	17 676	17	—	17 693
Class 6	55 258	10 316	792	66 365
Class 7	2 625	—	—	2 625
Exempt Services	76 412	1 042	—	77 453
TOTAL	1 216 640	11 899	20 886	1 249 424
Class 5A	12 689	—	—	12 689
Class 5B	—	—	—	—
TOTAL	12 689	—	—	12 689
GRAND TOTAL	1 229 329	11 899	20 886	1 262 113

Public Transport Air-Taxi Operations

Table 34

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

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

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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.