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Civil Aviation Authority



CAA Monthly Statistics

(up to and including September 1979)

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(up to and including September 1979)

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Foreword

1 CONTENT

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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—September 1979

ACTIVITY AT UK AIRPORTS (a)

1. Air Transport Movements

During September 1979 UK airports reported 83 000 air transport movements (5.7 per cent increase when compared with the same month in the previous year); of which 4.9 per cent were all-cargo movements. The number of scheduled air transport movements rose by 5.1 per cent and the number of charter air transport movements rose by 7.6 per cent. The UK Operators' share of scheduled movements rose marginally to stand at 76.2 per cent of the total whilst their share of charter movements fell marginally to stand at 83.8 per cent of the total.

1.1 Air Transport Movements at London Area Airports

The London area airports handled 40 000 air transport movements (4.6 per cent increase when compared with September 1978); of which 4.9 per cent were all-cargo movements. Gatwick reported the greatest increase in movements handled (1 176 additional movements; 11.5 per cent growth) followed by Heathrow with 372 additional movements (1.5 per cent growth), Luton with 296 additional movements (13.2 per cent growth) and Stansted with 55 additional movements (15.3 per cent growth). Southend reported 185 fewer movements (13.5 per cent decline).

1.2 Air Transport Movements Outside the London Area

Outside the London area, UK airports handled 43 000 air transport movements (6.9 per cent increase when compared with September 1978). Liverpool reported the greatest increase in movements handled (1 603 additional movements; more than one-fold growth). This was due mainly to an industrial dispute involving airport firemen at Manchester. Birmingham reported 1 164 additional movements (43.6 per cent growth) and Edinburgh reported 520 additional movements (25.0 per cent growth). Manchester reported the heaviest fall in movements handled (2 350 fewer movements; 46.5 per cent decline) followed by Tees-side with 212 fewer movements (17.1 per cent decline) and Hawarden with 84 fewer movements (100 per cent decline) Air Wales having suspended services at that airport with effect from July 1979.

2. Terminal Passengers

UK airports handled 6.0 million terminal passengers during September 1979 (8.3 per cent increase when compared with the same month in the previous year).

The number of scheduled passengers handled rose by 7.8 per cent and the number of charter passengers handled rose by 9.8 per cent. The UK Operators' share of scheduled passengers rose marginally to stand at 63.4 per cent of the total whilst their share of charter passengers declined marginally to stand at 76.5 per cent of the total.

2.1 Terminal Passengers at London Area Airports

The London area airports handled 4.2 million passengers (7.6 per cent increase when compared with September 1978). Heathrow reported the greatest increase in passengers handled (159 590 additional passengers; 5.9 per cent growth) followed by Gatwick with 120 444 additional passengers (13.2 per cent growth), Luton with 20 182 additional passengers (8.4 per cent growth) and Stansted with 2 888 additional passengers (10.2 per cent growth). Southend reported 5 019 fewer passengers (20.1 per cent decline).

2.2 Terminal Passengers Outside the London Area

Outside the London area, UK airports handled 1.8 million terminal passengers (9.9 per cent increase when compared with September 1978). Liverpool reported the greatest increase in passengers handled (117 758 additional passengers; more than three-fold growth) due mainly to an industrial dispute at Manchester involving airport firemen. Birmingham reported the second largest increase (100 107 additional passengers; 67.0 per cent growth) followed by Belfast with 24 420 additional passengers (20.6 per cent growth). Manchester reported the heaviest fall in passengers handled (174 059 fewer passengers; 43.9 per cent decline) followed by Tees-side with 3 191 fewer passengers (10.5 per cent decline) and Kirkwall with 986 fewer passengers (10.4 per cent decline).

2.3 International and Domestic Passengers

4.6 million passengers travelled on international services during September 1979 (8.5 per cent increase when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA carrying 18.8 per cent of all international scheduled passengers followed by those to France (9.7 per cent) and those to Germany (7.7 per cent). The most heavily used charter services were those to Spain carrying 40.2 per cent of all international charter passengers followed by those to

Greece (10.9 per cent) and those to Italy (10.8 per cent). During September 1979 1.4 million passengers used domestic services (7.8 per cent increase when compared with the same month in the previous year). With the exception of Edinburgh and Penzance (10.0 per cent decline and 2.3 per cent decline respectively) the number of passengers travelling on the main domestic routes increased during September 1979. Channel Islands services carried 27.1 per cent more passengers, Belfast services carried 19.5 per cent more, Glasgow services carried 8.8 per cent more, London area services carried 7.4 per cent more and Isle of Man services carried 0.8 per cent more.

3. Cargo

This month UK airports handled 65 000 tonnes of cargo (2.4 per cent increase when compared with September 1978); of which 49.2 per cent was carried on all-cargo flights. The amount of scheduled tonnage handled rose by 3.0 per cent and the amount of charter tonnage handled fell marginally. The UK Operators' share of scheduled tonnage fell by 1.3 percentage points to stand at 45.2 per cent of the total whilst their share of charter tonnage rose by 8.9 per centage points to stand at 92.5 per cent of the total.

3.1 Cargo at the London Area Airports

The London area airports handled 53 000 tonnes of cargo (4.4 per cent increase when compared with September 1978); of which 44.5 per cent was carried on all-cargo flights. Heathrow reported the greatest increase in tonnage handled (2 497 additional tonnes; 6.3 per cent growth) followed by Gatwick with 1 333 additional tonnes (16.3 per cent growth) and Luton with 285 additional tonnes (68.8 per cent growth). Both Stansted and Southend reported falls in the amount of tonnage handled (1 722 fewer tonnes; 78.1 per cent decline and 128 fewer tonnes; 16.3 per cent decline respectively).

3.2 Cargo Outside the London Area

Outside the London area, UK airports handled 11 000 tonnes of cargo (6.0 per cent decline when compared with September 1978); of which 71.4 per cent was

carried on all-cargo flights. Liverpool reported the greatest increase in tonnage handled (1 564 additional tonnes; more than two-fold growth) mainly due to an industrial dispute at Manchester involving airport firemen. The second largest increase in tonnage handled was reported by Blackpool (112 additional tonnes; 32.7 per cent growth) followed by East Midlands with 70 additional tonnes (10.5 per cent growth). Manchester reported the greatest decrease in tonnage handled (2 099 fewer tonnes; 72.9 per cent decline) followed by Prestwick with 168 fewer tonnes (10.1 per cent decline) and Belfast with 113 fewer tonnes (9.3 percent decline).

OUTPUT OF UK AIRLINES

The output of UK airlines for all services in September 1979 was 1 193 million available tonne-kilometres, an increase of 9.9 per cent on September, 1978.

The scheduled service output of 816 million available tonne-kilometres was 14.0 per cent higher than a year earlier. The overall load factor was 68.6 per cent, compared with 66.3 the previous year. Seat kilometres used were 73.5 per cent of those available. Seat factors on domestic and international scheduled services were 68.6 and 73.8 per cent respectively compared with 67.2 and 71.8 per cent a year earlier. The non-scheduled output of 377 million available tonne-kilometres was 1.9 per cent higher than in September 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 31.4 and 172.1 million available tonne-kilometres respectively compared with 45.9 and 139.7 million a year earlier.

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

(a) unless otherwise stated all comparisons are with the same month in the previous year.

Size Structure of UK

Table 1

Airports and Airlines Year ended September 1979

Airports

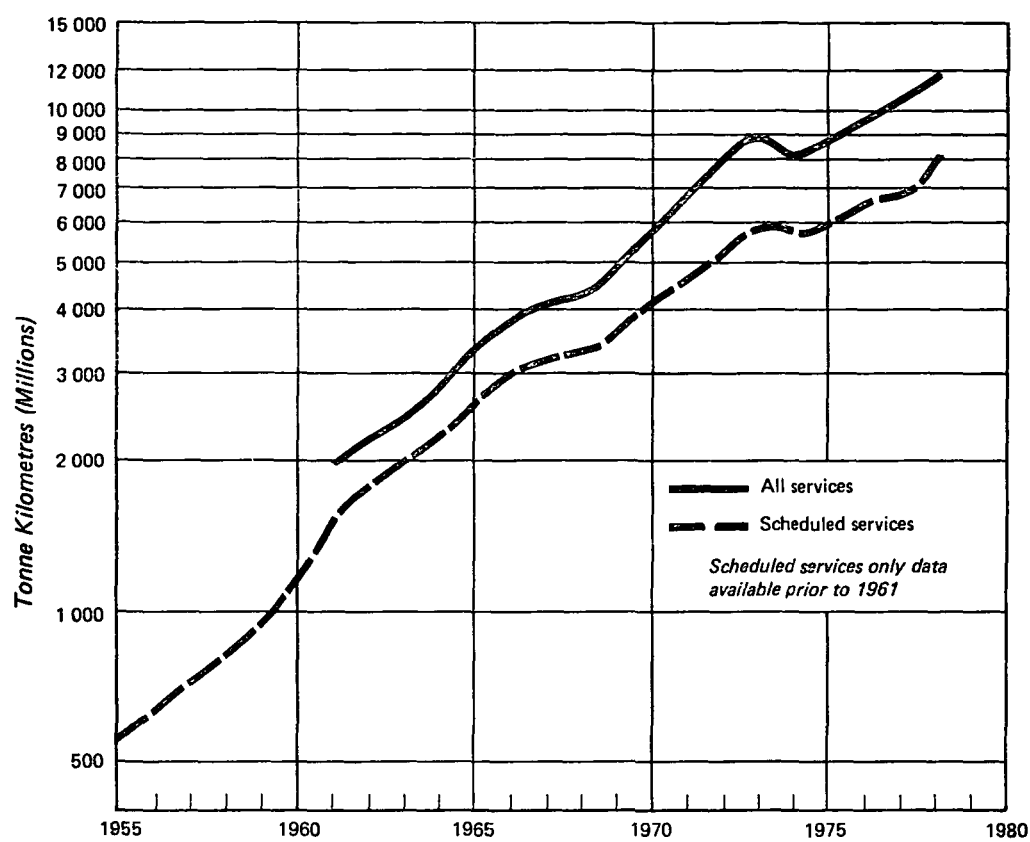
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	27 742	49.72	100	100.00
Gatwick	8 556	15.33	98	50.28
Manchester	3 443	6.17	95	34.95
Glasgow	2 338	4.19	93	28.78
Luton	2 216	3.97	90	24.59
Birmingham	1 532	2.75	88	20.62
Belfast	1 359	2.44	86	17.87
Aberdeen	1 261	2.26	83	15.44
Edinburgh	1 224	2.19	81	13.18
Newcastle	840	1.50	79	10.98
East Midlands	600	1.08	76	9.48
Liverpool	573	1.03	74	8.40
Prestwick	420	0.75	71	7.38
Isle of Man	375	0.67	69	6.62
Leeds/Bradford	369	0.66	67	5.95
Stansted	344	0.62	64	5.29
Southampton	322	0.58	62	4.67
Tees-side	283	0.51	60	4.10
Cardiff	256	0.46	57	3.59
Bristol	242	0.43	55	3.13
Southend	191	0.34	52	2.70
Other 21 Airports	1 314	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 – kms of UK airlines this size and smaller
British Airways	7 534	59.75	100	100.00
British Caledonian	981	7.78	98	40.25
Laker Airways	722	5.73	95	32.47
Britannia Airways	512	4.06	93	26.75
Dan Air Services	494	3.92	91	22.69
British Cargo Airlines (formerly IAS Cargo Airlines)	475	3.77	88	18.77
British Midland Airways	329	2.61	86	15.00
Transmeridian Air Cargo	280	2.22	84	12.39
Tradewinds Airways	272	2.16	81	10.17
British Airtours	263	2.09	79	8.02
Monarch Airlines	232	1.84	77	5.93
Pelican Air Transport	122	0.97	74	4.09
Scimitar Airlines	83	0.66	72	3.12
British Island Airways	63	0.50	70	2.47
Air Anglia	45	0.36	67	1.97
Air Europe	41	0.33	65	1.61
Air Transcontinental	41	0.33	63	1.28
Redcoat Air Cargo	28	0.22	60	0.96
Air Bridge Carriers	21	0.17	58	0.74
British Airways Helicopters	12	0.10	56	0.57
Invicta International	12	0.10	53	0.48
Bristow Helicopters	11	0.09	51	0.38
Others (21 airlines)	37	0.29	49	0.29

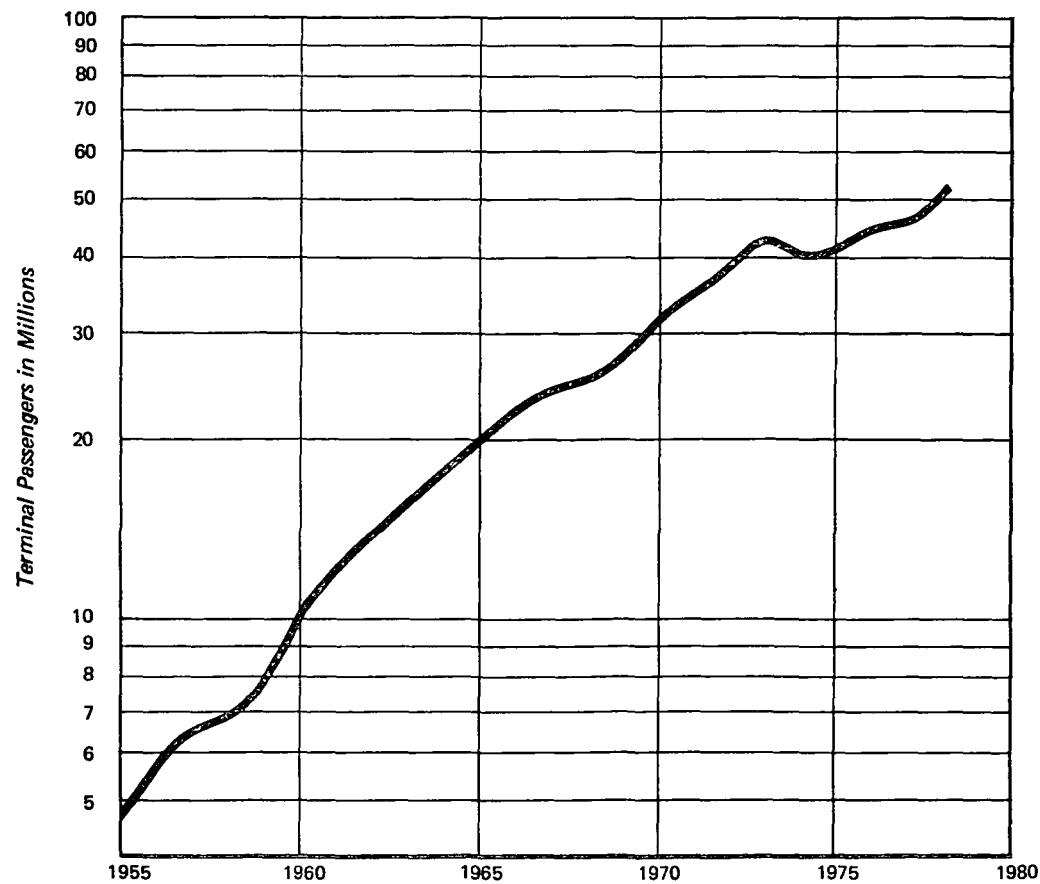
Output of UK Airlines

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	2 538
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						
Sept 1978	1 953	833	50 952	11 677	7 872	3 805
Sept 1979	2 119	886	55 965	12 628	8 670	3 958
Latest year's growth (percentages)						
	8.5	6.4	9.8	8.1	10.1	4.0
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 airports 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	862.5	52 829.5	479.1	25 328.2	203.8	10 539.0	150.7	14 284.3	28.8	2 678.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	225.1	13 651.2	124.8	6 532.7	54.5	2 817.4	38.3	3 599.6	7.6	701.5
3rd quarter	253.6	17 585.5	138.3	7 816.2	60.7	3 800.7	43.1	4 707.6	11.5	1 261.0
4th quarter	206.0	11 924.3	115.7	5 990.8	48.0	2 157.3	36.5	3 329.2	5.8	447.0
1979 1st quarter	181.2	10 055.1	107.0	5 202.8	36.9	1 804.2	33.2	2 783.6	4.0	264.5
2nd quarter	236.3	15 093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
3rd quarter	262.5	18 892.2	148.6	8 658.7	57.5	3 924.8	44.7	4 979.0	11.8	1 329.7
1978 April	67.2	3 933.5	38.0	1 989.3	15.9	738.8	11.5	1 072.0	1.8	133.4
May	76.5	4 537.9	42.5	2 182.0	18.4	943.0	13.1	1 188.1	2.5	224.7
June	81.4	5 179.8	44.2	2 361.4	20.3	1 135.5	13.6	1 339.5	3.3	343.4
July	85.9	6 029.3	46.8	2 678.8	20.4	1 255.7	14.5	1 621.1	4.2	473.6
August	85.7	5 918.3	46.9	2 598.5	20.3	1 312.0	14.7	1 579.8	3.8	428.0
September	82.0	5 637.9	44.6	2 538.9	20.0	1 233.0	13.9	1 506.7	3.4	359.4
1979 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
September	83.4	6 047.0	46.9	2 758.4	18.7	1 297.1	14.3	1 592.2	3.6	399.3

NOTE: January–September, 1979, inclusive do not include Sumburgh.

Movements at UK Airports by Purpose

Table 4

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
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	153.1	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.9	172.6	34.3	24.0
1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
3rd quarter	662.8	288.2	262.5	25.7	374.6	307.3	37.9	29.4
1978 April	175.8	74.2	67.2	7.0	101.6	72.0	17.7	11.9
May	196.3	84.9	76.5	3.3	111.4	83.2	17.4	10.9
June	190.0	89.3	81.4	7.9	100.7	80.0	11.9	8.8
July	198.6	93.6	85.9	7.7	105.0	83.0	14.8	7.2
August	208.2	94.5	85.7	8.7	113.8	87.9	18.1	7.8
September	189.3	89.9	82.0	7.9	99.4	74.8	14.0	10.6
1979 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
September	205.6	91.3	83.4	7.8	114.3	94.7	10.4	9.2

NOTE: January–September, 1979, inclusive do not include Sumburgh.

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1978	410.5	16.3	24.3	46.7	131.9	67.2	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	17.0	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	17.7	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	17.0	23.1	2.0	5.6	7.5	19.9
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	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
3rd quarter	127.3	5.4	7.7	14.1	41.6	9.3	31.9	3.2	10.2	11.9	33.3
1978 April	32.1	1.3	2.0	3.6	10.1	5.3	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	5.7	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	6.0	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	5.9	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	6.0	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	5.8	9.4	0.9	3.1	3.4	10.4
1979 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
September	40.6	1.7	2.6	4.5	13.3	3.0	9.8	1.0	3.3	3.7	11.4

NOTE: January–September, 1979, inclusive do not include Sumburgh.

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Banbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1978	36 869.6	358.1	736.7	1 431.7	4 853.6	1 041.9	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	268.4	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	12 191.7	127.8	250.9	478.4	1 555.5	280.6	1 806.1	86.9	260.3	547.3	780.1
4th quarter	8 332.0	81.3	171.0	307.1	1 135.6	260.8	1 145.5	48.8	122.5	319.7	389.3
1979 1st quarter	7 181.7	55.8	128.1	255.2	998.3	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
3rd quarter	13 047.4	140.4	280.1	543.7	1 703.1	118.8	2 038.7	94.9	269.0	656.0	848.2
1978 April	2 791.7	27.8	52.7	102.2	351.3	83.3	352.2	14.8	53.1	104.3	149.0
May	3 129.2	32.0	69.6	133.5	416.6	89.1	458.7	19.9	69.9	119.3	207.1
June	3 544.7	32.8	74.9	154.1	480.5	96.0	550.1	23.3	73.0	150.5	207.5
July	4 194.0	41.1	87.0	160.5	544.0	96.3	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	95.5	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	88.8	594.7	27.8	86.2	163.2	248.1
1979 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
September	4 196.1	44.8	97.3	181.0	538.8	36.1	641.1	31.7	89.5	190.7	282.7

NOTE: January–September, 1979, inclusive do not include Sumburgh.

Cargo Uplifted 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 Humburside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1978	611.7	6.8	7.7	2.0	43.2	3.9	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	0.9	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	1.0	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	1.0	12.4	0.1	2.6	4.1	4.2
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	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
3rd quarter	154.8	1.6	2.3	0.5	11.1	0.4	11.8	0.1	2.9	4.0	4.8
1978 April	52.9	0.5	0.5	0.1	3.5	0.3	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.3	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.3	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.3	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.3	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.3	4.2	—	0.8	1.4	1.5
1979 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
September	53.4	0.7	0.8	0.2	3.8	0.2	3.8	—	0.8	1.3	1.4

NOTE: January-September, 1979 inclusive do not include Sumburgh.

Scheduled Services by UK Airlines

Table 8.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (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
3rd quarter	2 523.7	1 715.5	43.5	287.3	1 384.6	68.0	20 538.6	15 183.7	73.9
1978 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
September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
1979 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
September	815.9	559.8	14.5	99.7	445.5	68.6	6 641.4	4 882.3	73.5

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.9	11.4	206.5	58.1	3 935.5	2 444.6	62.1
1977 1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.7	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.7	77.6	0.9	2.7	74.3	64.3	1 267.9	868.0	68.5
1978 April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	60.0
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
September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
1979 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
September	38.1	24.7	0.3	0.9	23.6	65.0	401.0	275.7	68.8

Scheduled Services by UK Airlines

Table 8.3

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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	59.0
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
3rd quarter	2 403.0	1 637.9	42.8	284.6	1 310.5	68.2	19 270.7	14 315.8	74.3
1978 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
September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
1979 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
September	777.8	535.1	14.3	98.8	421.9	68.8	6 240.4	4 606.6	73.8

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

	(a)				(b)			
	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	3 875.8	32.4	1 234.7	10.3	616.1	5.1	2 025.1	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
3rd quarter	1 186.8	32.0	543.6	14.7	153.6	4.1	489.7	13.2
1978 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
September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
1979 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
September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2

(a) Excludes Inclusive Tours performed on Class 4 licences

(b) Includes Inclusive Tours performed on Class 4 licences

Non-scheduled Services by UK Airlines

Table 9.2

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969	6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1977 1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978 1st quarter	2 223.2	1 913.7	86.1	1 235.6	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
3rd quarter	6 160.3	5 485.9	89.1	3 241.3	28 044	45 222	1 613	1 693
1978 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	1 586.6	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
September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
1979 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
September	1 951.3	1 805.9	92.5	1 072.5	9 079	14 507	1 598	1 684

Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1977 1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 491
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
3rd quarter	1 593.5	1 277.3	80.2	468.5	4 148	7 925	1 910	2 726
1978 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
September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
1979 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
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846

NOTE:- Includes Inclusive Tour operations performs on Class 4 licences

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

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1969		13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970		15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971		17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972		20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973		22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	234	5 974	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977		23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1978		25 948	874	621	3 026	2 882	1 162	2 279	1 876	1 994	509	564	474	418	5 563	524	1 372
1977 4th quarter		5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
1978 1st quarter		4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter		6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
3rd quarter		8 850	229	188	881	858	526	847	655	562	166	168	167	169	2 173	158	401
4th quarter		5 653	219	144	688	673	206	413	415	472	128	120	106	80	1 165	116	312
September		2 879	83	58	290	287	173	258	205	195	56	45	57	54	724	44	131
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
3rd quarter		9 591	230	195	958	913	725	946	600	550	188	166	213	231	2 200	162	412
September		3 141	81	60	305	298	237	295	192	184	63	47	73	76	765	45	135

	Yugoslavia (000)	Others(e) (000)	Total (000)	Rest of World Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1978	428	1 394	10 609	429	1 505	303	69	224	549	480	216	344	120	5 128	370	872
1977 4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196
3rd quarter	188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232
4th quarter	77	329	2 426	123	234	86	16	55	151	138	64	90	30	1 112	78	249
September	65	155	1 148	40	191	28	8	24	60	41	22	30	12	577	39	76
1979 1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213
3rd quarter	233	669	3 954	160	780	105	23	76	185	137	75	103	43	1 888	117	262
September	81	205	1 246	53	219	33	8	25	64	44	23	31	14	604	40	89

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

Aircraft Movements September 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	13 699	11 433	4	625	9	120	18	—	1 459	—	31
+ Heathrow	26 848	24 726	—	1	—	18	346	1	1 658	28	70
+ Luton	6 034	2 535	—	563	20	305	85	976	1 535	—	15
+ Southend	7 758	1 184	2	—	—	286	—	3 754	2 518	14	—
+ Stansted	3 047	414	—	54	—	1 174	33	50	1 262	54	6
Total (London Area)	57 386	40 292	6	1 243	29	1 903	482	4 781	8 432	96	122
Westland Heliport (Battersea)	915	284	18	284	4	—	—	—	203	—	122
Other UK Airports											
+ Aberdeen	9 116	5 068	—	981	—	1 167	16	1 813	23	—	48
+ Belfast	6 384	2 431	78	87	27	—	—	1 288	362	16	2 095
Benbecula	290	192	—	—	1	—	33	—	22	2	40
+ Birmingham	6 712	3 834	—	89	23	24	107	1 362	1 247	—	26
+ Blackpool	9 332	748	418	121	12	255	6	6 462	1 282	—	28
+ Bournemouth	8 220	782	112	66	—	551	—	4 453	1 607	6	643
+ Bristol	3 548	702	—	32	—	22	—	1 790	989	—	13
+ Cambridge	3 948	149	—	30	3	504	19	1 586	471	—	1 186
+ Cardiff	4 550	814	—	30	—	461	3	2 932	124	176	10
+ Coventry	5 285	63	2	28	—	205	—	4 328	653	—	6
+ East Midlands	5 732	1 313	—	223	48	678	47	1 981	1 419	—	23
+ Edinburgh	6 759	2 598	—	26	—	174	90	1 448	790	6	1 627
+ Exeter	3 832	629	—	11	124	78	8	1 483	1 059	—	440
+ Glasgow	7 924	4 455	—	242	64	96	195	1 947	890	3	32
Gloucester/Cheltenham	4 313	111	12	—	166	614	—	2 548	804	—	58
Hawarden	2 110	—	—	—	—	52	—	1 850	186	—	22
Humberside	2 454	462	—	188	4	45	1	1 690	64	—	—
Inverness	2 125	598	—	38	367	343	—	672	87	4	16
Islay	280	174	—	5	45	—	—	—	52	4	—
+ Isle of Man	4 135	1 261	10	89	321	969	—	1 243	107	2	133
Isles of Scilly	724	582	—	—	13	—	—	—	129	—	—
+ Kirkwall	1 320	960	—	108	27	6	1	161	57	—	—
+ Leeds/Bradford	4 731	1 192	—	77	59	76	11	1 979	1 329	4	4
+ Liverpool	6 939	2 483	—	199	4	274	—	1 886	2 025	—	68
+ Lydd	8 308	316	246	68	225	50	—	5 961	1 370	4	68
+ Manchester	4 933	2 707	—	321	20	38	188	984	655	—	20
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	3 333	1 794	56	56	28	41	2	614	721	—	21
+ Norwich	3 113	1 112	—	35	164	953	94	—	753	—	2
Penzance Heliport	476	460	—	2	—	—	14	—	—	—	—
+ Prestwick	3 725	1 180	—	9	—	332	133	1 385	272	—	414
+ Southampton	4 953	1 388	—	92	34	249	22	2 127	1 013	2	26
Stornoway	577	451	—	77	8	—	4	8	9	—	20
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	1 983	210	—	7	55	—	—	1 356	355	—	—
+ Tees-side	4 371	1 030	2	96	33	272	8	2 066	786	—	78
Tiree	56	54	—	—	—	—	—	—	2	—	—
Wick	735	564	—	8	—	5	8	136	5	—	9
Total (Incl. London Area)	205 627	83 443	960	4 968	1 908	10 437	1 492	64 320	30 354	325	7 420
Channel Islands Airports											
Alderney	1 819	1 819	—	—	—	—	—	—	—	—	—
Guernsey	3 526	3 526	—	—	—	—	—	—	—	—	—
Jersey	7 619	6 017	—	—	—	—	—	—	1 530	—	72
Total (Channel Islands Airports)	12 964	11 362	—	—	—	—	—	—	1 530	—	72

xx Not supplied

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

Table 12

	Total	Scheduled Services			Chartered Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	11 433	477	4 376	639	775	3 966	1 200
+Heathrow	24 726	11 505	1 548	11 663	4	—	6
+Luton	2 535	—	48	7	—	2 240	240
+Southend	1 184	—	695	—	—	452	37
+Stansted	414	—	122	—	—	37	255
TOTAL (London Area)	40 292	11 982	6 789	12 309	779	6 695	1 738
Westland Heliport (Battersea)	284	—	—	—	—	284	—
Other UK Airports							
+Aberdeen	5 068	999	523	—	625	2 844	77
+Belfast	2 431	1 265	722	42	—	274	128
Benbecula	192	48	144	—	—	—	—
+Birmingham	3 834	1 416	955	254	50	834	325
+Blackpool	748	—	602	—	—	145	1
+Bournemouth	782	2	628	—	—	149	3
Bristol	702	217	199	58	1	123	104
+Cambridge	149	—	81	—	—	33	35
+Cardiff	814	242	404	—	—	84	84
+Coventry	63	—	3	—	2	52	6
+East Midlands	1 313	—	720	4	2	523	64
+Edinburgh	2 598	865	1 348	75	—	256	54
+Exeter	629	—	616	—	—	3	10
+Glasgow	4 455	1 545	1 250	417	3	1 139	101
Gloucester/Cheltenham	111	—	100	—	—	11	—
Hawarden	—	—	—	—	—	—	—
Humberside	462	—	358	—	—	93	11
Inverness	598	308	185	—	—	99	6
Islay	174	—	146	—	—	28	—
+Isle of Man	1 261	201	1 060	—	—	—	—
Isles of Scilly	582	458	124	—	—	—	—
+Kirkwall	960	251	549	—	26	128	6
+Leeds/Bradford	1 192	499	528	—	—	154	11
+Liverpool	2 483	84	789	549	63	876	122
+Lydd	316	—	312	—	—	4	—
+Manchester	2 707	913	269	390	80	816	239
Manston	..	..	..	..	..	..	..
+Newcastle	1 794	348	850	—	—	434	162
Norwich	1 112	—	920	—	—	176	16
Penzance Heliport	460	458	—	—	2	—	—
+Prestwick	1 180	356	295	240	—	69	220
Southampton	1 388	114	1 135	—	2	125	12
+Stornoway	451	100	127	—	—	218	6
+Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	210	—	164	—	—	44	2
+Tees-side	1 030	—	710	—	—	273	47
Tiree	54	—	50	—	—	4	—
Wick	564	97	434	—	—	27	6
TOTAL (Incl. London Area)	83 443	22 768	24 089	14 338	1 635	17 017	3 596
Channel Islands Airports							
Alderney	1 819	—	1 381	—	—	438	—
Guernsey	3 526	292	2 963	151	—	110	10
Jersey	6 017	912	4 436	132	—	409	128
TOTAL (Channel Islands Airports)	11 362	1 204	8 780	283	—	957	138
xx Not supplied							

xx Not supplied

Air Transport Movements for September 1979

Table 13

Total Compared with One Year Earlier

	International				Domestic				1979 Total			1978 Total			Percentage Change		
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																	
+ Gatwick	2 987		71	5 604	229	2 236	198	62	46	10 889	544	9 661	596	12.7		-8.7	
+ Heathrow	18 210		1 150	8	2	5 305	51	—	—	23 523	1 203	23 117	1 237	1.8		-2.7	
+ Luton	4		3	2 145	140	48	—	131	64	2 328	207	2 159	80	7.8		158.8	
+ Southend (i)	575		—	237	—	120	—	252	—	1 184	—	1 369	—	-13.5		—	
+ Stansted	17		—	260	29	105	—	3	—	385	29	270	89	42.6		-67.4	
TOTAL	21 793		1 224	8 254	400	7 814	249	448	110	38 309	1 983	36 576	1 952	4.7		1.6	
Westland Heliport (Battersea) (i)	—		—	—	—	—	—	284	—	284	—	310	—	-8.4		—	
Other UK Airports																	
+ Aberdeen	265		—	1 743	29	1 253	4	1 728	46	4 989	79	5 042	66	-1.1		19.7	
+ Belfast	42		—	138	1	1 859	128	148	115	2 187	244	1 917	264	14.1		-7.6	
+ Benbecula	—		—	—	—	192	—	—	—	192	—	196	2	-2.0		—	
+ Birmingham	954		—	1 169	—	1 671	—	40	—	3 834	—	2 661	9	44.1		—	
+ Blackpool	177		1	8	—	383	41	42	96	610	138	517	113	18.0		22.1	
+ Bournemouth	2		—	31	3	432	196	117	1	582	200	492	192	18.3		4.2	
+ Bristol	207		—	173	—	267	—	16	39	663	39	704	—	-5.8		—	
+ Cambridge	—		—	46	—	81	—	22	—	149	—	101	—	47.6		—	
+ Cardiff	193		—	157	—	452	1	10	1	812	2	822	—	-1.2		—	
+ Coventry	—		—	37	—	3	—	23	—	63	—	37	—	70.3		—	
+ East Midlands	244		29	364	56	451	—	96	73	1 155	158	1 051	107	9.9		47.7	
+ Edinburgh	403		—	129	2	1 845	40	110	69	2 487	111	2 036	42	22.2		164.3	
+ Exeter	101		—	12	1	515	—	—	—	628	1	598	—	5.0		—	
+ Glasgow	524		116	526	1	2 520	52	655	61	4 225	230	4 005	213	5.5		8.0	
+ Gloucester/Cheltenham (i)	—		—	—	—	100	—	11	—	111	—	124	—	-10.5		—	
+ Hawarden	—		—	—	—	—	—	—	—	—	—	84	—	—		—	
+ Humberside	40		—	46	2	318	—	56	—	460	2	507	—	-9.3		—	
+ Inverness	—		—	61	—	493	—	44	—	598	—	621	—	-3.7		—	
+ Islay	—		—	—	—	146	—	28	—	174	—	140	—	24.3		—	
+ Isle of Man	77		—	—	—	1 156	28	—	—	1 233	28	1 186	27	4.0		3.7	
+ Isles of Scilly (i)	—		—	—	—	582	—	—	—	582	—	564	—	3.2		—	
+ Kirkwall	—		—	16	1	782	18	143	—	941	19	955	12	-1.5		58.3	
+ Leeds/Bradford	222		—	76	—	805	—	66	23	1 169	23	1 025	2	14.0		1 050.0	
+ Liverpool	497		215	669	8	706	4	126	258	1 998	485	757	123	163.9		294.3	
+ Lydd	158		154	—	—	—	—	4	—	162	154	200	191	-19.0		-19.4	
+ Manchester	720		82	1 061	8	768	2	66	—	2 615	92	4 702	355	-44.4		-74.1	
+ Manston	—		—	—	—	—	—	—	—	—	—	—	—	—		—	
+ Newcastle	327		—	427	—	819	52	155	14	1 728	66	1 690	17	2.2		288.2	
+ Norwich	240		—	50	2	679	1	100	40	1 069	43	977	1	9.4		4 200.0	
+ Penzance Heliport (i)	—		—	—	—	458	—	2	—	460	—	458	—	0.4		—	
+ Prestwick	314		86	196	2	445	46	91	—	1 046	134	601	146	74.0		-8.2	
+ Southampton	216		1	41	32	1 030	2	63	3	1 350	38	1 264	37	6.8		2.7	
+ Stornoway	—		—	2	2	227	—	213	7	442	9	285	6	55.1		50.0	
+ Sumburgh	xx		xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx		xx	
+ Swansea	—		—	1	—	164	—	45	—	210	—	93	—	125.8		—	
+ Tees-side	80		—	137	2	630	—	181	—	1 028	2	1 242	—	-17.2		—	
+ Tiree	—		—	—	—	50	—	4	—	54	—	60	—	-10.0		—	
+ Wick	—		—	—	6	531	—	27	—	558	6	423	11	31.9		-45.5	
TOTAL (Incl. London Area)	27 796		1 908	15 570	558	30 627	864	5 164	956	79 157	4 286	75 023	3 889	5.5		10.2	
Channel Islands Airports																	
+ Alderney	—		—	—	—	—	—	—	—	1 819	—	992	—	83.4		—	
+ Guernsey	—		—	—	—	—	—	—	—	3 526	—	3 601	—	-2.1		—	
+ Jersey	—		—	—	—	—	—	—	—	6 017	—	5 769	—	4.3		—	
TOTAL (Channel Is. Airports)	—		—	—	—	—	—	—	—	11 362	—	10 362	—	9.7		—	

(i) No breakdown given between passenger and cargo aircraft for these airports: All movements allocated to passenger aircraft.

xx Not supplied.

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

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
+ Gatwick	34	1He	1Ne			1Em 2He		1Lu 2He	2Bo 1Ex 1Em 4He 1Pr 4Bi	1Bo 1He		2He 1Bo 1He								1He		1Lu		1Lu	1St	1Lu	2Lu						
+ Heathrow	11	1Lu	1Pr					1Pr	1Bo 3Pr 1Ga 1Bi 3Em 1Bi																		1Bi		1Em				
+ Luton	13					6Em																			2Em								
+ Stansted	1																																
+ Aberdeen	1													1Ga																			
+ Belfast	1																										1GI						
+ Benbecula	1																											1GI					
+ Birmingham	12				1Ma 1Em				1Lu	1Lu									1GI	1Em					7Em								
+ East Midlands	5						2Lu				2Bi	1Lu																					
+ Edinburgh	2												1GI																				
+ Exeter	1																															1GI	
+ Glasgow	7				1Ne						1Te		1Pr	1Sh																			
+ Humberside	1																											1Ga		1Pr	1Pr		
+ Isle of Man	3	1Li			1Ma 1B																							1Ga 1Te					
+ Leeds	1								1Lu																								
+ Liverpool	6								2Bi	1Lu 1Ga				1Gm												1Em							
+ Manchester	645	4Li	4Li	7Li	3Li	1Li	3Li	1Lu 36Li 1Bi 1Bi 1He 2Bi	23Li 1Bi 4Bi 4Em	24Li 4Bi 4Em	29Li 2Bi 1Em	40Li 2Bi 1Em	35Li 3Bi 2Lb	37Li 2Bi	32Li 2Bi 2Lb	25Li 2Bi 3Lb	34Li 3Bi	36Li 2Bi 2Em	36Li 3Lb 1Em	36Li 3Bi 2Lb 1Em	33Li 2Bi 2Lb 1Em	35Li	19Li	6Li	5Li	4Li		4Li	4Li	2Li	4Li		
+ Newcastle	1																																
+ Southampton	1																																
+ Sumburgh	10	3Ki		4Ki			3Ki														1Bo												
Other Internal	6	2Ex			1Sw				1Ex			1Ex																					
Overseas	16	1Ma	1Em			2He		1Ma	1Ex	1Ga			1Pr					1Pr	1He					1Ga			2He 1Ga	1Ga					1Ex 1Ex
All Aerodromes	779	13	7	11	9	14	6	46	80	40	33	47	45	42	36	30	38	42	43	43	38	36	20	7	16	9	7	5	6	4	6		
Aerodrome of actual landing: letter code																																	
Ab	Aberdeen	Cd	Cardiff					Ha	Hawarden					Li	Liverpool					Sh	Southampton							Wi	Wick				
Be	Belfast	Co	Coventry					He	Heathrow					Lu	Luton					So	Southend							Xi	Other Internal				
Bb	Benbecula	Em	East Midlands					Hu	Humberside					Ld	Lydd					St	Stansted							Xo	Overseas				
Bi	Birmingham	Ed	Edinburgh					In	Inverness					Ma	Manchester					Sw	Stornoway												
Bl	Blackpool	Ex	Exeter					Is	Islay					Mt	Manston					Su	Sumburgh												
Bo	Bournemouth	Ga	Gatwick					Im	Isle of Man					Ne	Newcastle					Ss	Swansea												
Br	Bristol	Gl	Glasgow					Ki	Kirkwall					No	Norwich					Te	Tees-side												
Ca	Cambridge	Go	Gloucester/Cheltenham					Lb	Leeds/Bradford					Pr	Prestwick					Ti	Tiree												

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator September 1979

Table 15

	Total			Scheduled Services								Charter Flights			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	1 042 918	1 029 621	13 297	30 610	120	245 008	600	48 887	2 052	133 078	1 256	414 077	2 745	157 961	6 524
+ Heathrow	2 885 695	2 854 904	30 791	1 355 334	191	53 914	26	1 444 703	30 574	581	—	—	—	372	—
+ Luton	259 775	259 657	118	—	—	31 198	—	444	—	—	—	233 680	—	22 335	118
+ Southend	19 969	19 969	—	—	—	19 290	—	—	—	—	—	589	—	90	—
+ Stansted	31 289	31 082	207	—	—	540	—	—	—	—	—	727	128	29 815	79
TOTAL (London Area)	4 239 646	4 195 233	44 413	1 385 944	311	321 950	626	1 494 034	32 626	133 659	1 256	649 073	2 873	210 573	6 721
Westland Heliport (Battersea)	840	840	—	—	—	—	—	—	—	—	—	840	—	—	—
Other UK Airports															
+ Aberdeen	118 911	118 515	396	50 268	210	17 131	44	—	—	7 054	—	41 118	100	29 44	42
+ Belfast	143 131	143 100	31	94 295	—	30 313	9	2 855	—	—	—	2 813	22	12 824	—
+ Benbecula	2 134	2 091	43	1 435	—	656	43	—	—	—	—	—	—	—	—
+ Birmingham	253 553	249 462	4 091	73 133	1 117	21 809	1 670	17 034	394	3 710	—	98 067	809	35 709	101
+ Blackpool	18 145	18 069	76	—	—	17 906	53	—	—	—	—	161	23	2	—
+ Bournemouth	18 589	18 108	481	133	—	15 016	218	—	—	—	—	28 42	263	117	—
+ Bristol	33 106	30 790	2 316	5 129	2 249	4 506	—	3 032	—	14	22	7 772	45	10 337	—
+ Cambridge	6 454	6 454	—	—	—	4 398	—	—	—	—	—	206	—	1 850	—
+ Cardiff	33 879	30 265	3 614	8 207	733	4 316	2 739	—	—	—	—	8 695	142	9 047	—
+ Coventry	488	460	28	—	—	122	—	—	—	2	28	291	—	45	—
+ East Midlands	74 452	74 402	50	—	—	32 688	50	240	—	372	—	35 854	—	52 48	—
+ Edinburgh	128 407	125 075	3 332	72 457	22	30 526	3 036	4 796	129	—	—	11 447	145	5 849	—
+ Exeter	12 801	11 918	883	—	—	11 010	868	—	—	—	—	23	15	885	—
+ Glasgow	237 057	235 373	1 684	103 688	147	36 302	—	18 535	1 428	213	—	64 141	35	12 494	74
+ Gloucester/Cheltenham	3 042	3 042	—	—	—	2 997	—	—	—	—	—	45	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	5 202	5 028	174	—	—	4 409	174	—	—	—	—	554	—	65	—
+ Inverness	14 529	13 528	1 001	11 465	1 001	1 142	—	—	—	—	—	516	—	405	—
+ Islay	1 377	1 377	—	—	—	1 328	—	—	—	—	—	49	—	—	—
+ Isle of Man	48 990	47 610	1 380	9 950	—	37 660	1 380	—	—	—	—	—	—	—	—
+ Isles of Scilly	13 583	13 583	—	12 007	—	1 576	—	—	—	—	—	—	—	—	—
+ Kirkwall	10 401	8 494	1 907	4 683	1 541	2 589	2	—	—	67	177	1 147	187	8	—
+ Leeds/Bradford	50 171	47 887	2 284	27 553	—	12 708	2 274	—	—	—	—	7 591	10	35	—
+ Liverpool	153 409	151 021	2 388	6 577	—	38 261	178	19 614	936	10 593	—	60 113	1 096	15 863	178
+ Lydd	7 217	7 217	—	—	—	7 105	—	—	—	—	—	112	—	—	—
+ Manchester	226 981	222 066	4 915	63 082	237	5 822	1 280	19 704	553	10 866	—	91 184	791	31 408	2 054
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	106 297	101 000	5 297	27 025	—	21 346	5 158	—	—	—	—	32 227	139	20 402	—
+ Norwich	17 799	16 479	1 320	—	—	15 212	1 311	—	—	—	—	1 003	9	264	—
+ Penzance Heliport	12 017	12 017	—	12 007	—	—	—	—	—	10	—	—	—	—	—
+ Prestwick	96 065	59 810	36 255	18 640	11 075	2 566	4	12 369	7 745	—	—	7 503	3 335	18 732	14 096
+ Southampton	37 690	37 587	103	6 565	—	30 481	63	—	—	4	—	514	40	23	—
+ Stornoway	7 151	7 147	4	4 406	—	680	—	—	—	—	—	2 044	4	17	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	1 636	1 458	178	—	—	1 278	160	—	—	—	—	178	18	2	—
+ Tees-side	28 253	27 090	1 163	—	—	20 660	1 133	—	—	—	—	2 315	30	4 115	—
+ Tiree	377	376	1	—	—	368	—	—	—	—	—	8	1	—	—
+ Wick	4 202	3 056	1 146	916	1 096	2 023	15	—	—	—	—	117	35	—	—
TOTAL (Incl. London Area)	6 167 982	6 047 028	120 954	1 999 565	19 739	758 860	22 488	1 592 213	43 811	166 564	1 483	1 130 563	10 167	399 263	23 266
Channel Islands Airports															
Alderney	10 461	10 461	—	—	—	9 923	—	—	—	—	—	538	—	—	—
Guernsey	74 730	71 305	3 423	17 003	—	51 240	3 375	2 103	50	—	—	754	—	205	—
Jersey	203 454	200 915	2 539	60 463	192	129 096	2 323	7 261	54	—	—	1 290	—	2 805	—
TOTAL (Channel Is. Airports)	288 645	282 681	5 964	77 466	192	190 259	5 698	9 364	74	—	—	2 582	—	3 010	—

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

xx Not supplied.

Terminal Air Passengers for September 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+Gatwick	1 029 621	909 177	13.2
+Heathrow	2 854 904	2 695 314	5.9
+Luton	259 657	239 475	8.4
+Southend	19 969	24 988	-20.1
+Stansted	31 082	28 194	10.2
TOTAL (London Area)	4 195 233	3 897 148	7.6
Westland Heliport (Battersea)	840	921	-8.8
Other UK Airports			
+Aberdeen	118 515	109 687	8.0
+Belfast	143 100	118 680	20.6
Benbecula	2 091	1 979	5.7
+Birmingham	249 462	149 355	67.0
+Blackpool	18 069	15 412	17.2
+Bournemouth	18 108	16 176	11.9
+Bristol	30 790	30 915	-0.4
+Cambridge	6 454	4 569	41.3
+Cardiff	30 265	26 897	12.5
+Coventry	460	146	215.1
+East Midlands	74 402	61 060	21.9
+Edinburgh	125 075	118 577	5.5
+Exeter	11 918	10 828	10.1
+Glasgow	235 373	226 051	4.1
Gloucester/Cheltenham	3 042	2 599	17.0
Hawarden	—	387	—
Humberside	5 028	4 607	9.1
Inverness	13 528	12 141	11.4
Islay	1 377	1 122	22.7
+Isle of Man	47 610	44 531	6.9
Isles of Scilly	13 583	13 370	1.6
+Kirkwall	8 494	9 480	-10.4
+Leeds/Bradford	47 887	35 883	33.5
+Liverpool	151 021	33 263	354.0
+Lydd	7 217	6 570	9.8
+Manchester	222 066	396 125	-43.9
+Manston	..	..	..
+Newcastle	101 000	86 857	16.3
+Norwich	16 479	15 553	6.0
Penzance Heliport	12 017	12 294	-2.3
+Prestwick	59 810	46 150	29.6
+Southampton	37 587	33 312	12.8
Stornoway	7 147	4 858	47.1
+Sumburgh	xx	xx	..
Swansea	1 458	928	57.1
+Tees-side	27 090	30 281	-10.5
Tiree	376	353	6.5
Wick	3 056	2 900	5.4
TOTAL (Incl. London Area)	6 047 028	5 581 965	8.3
Channel Islands Airports			
Alderney	10 461	8 764	19.4
Guernsey	71 305	63 060	13.1
Jersey	200 915	176 254	14.0
TOTAL (Channel Islands Airports)	282 681	248 078	13.9

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

xx Not supplied

International and Domestic Passenger Traffic September 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	1 029 621	942 823	832 416	13	86 798	76 761	13
+ Heathrow	2 854 904	2 475 305	2 337 415	6	379 599	357 899	6
+ Luton	259 657	255 011	236 105	8	4 646	3 370	38
+ Southend	19 969	11 305	18 002	-37	8 664	6 986	24
+ Stansted	31 082	30 542	28 194	8	540	—	—
TOTAL (London Area)	4 195 233	3 714 986	3 452 132	8	480 247	445 016	8
Westland Heliport (Battersea)	840	—	10	—	840	911	-8
Other UK Airports							
+ Aberdeen	118 515	31 706	27 957	13	86 809	81 730	6
+ Belfast	143 100	16 363	15 522	5	126 737	103 158	23
Benbecula	2 091	—	—	—	2 091	1 979	6
+ Birmingham	249 462	189 547	105 996	79	59 915	43 359	38
+ Blackpool	18 069	2 206	1 455	52	15 863	13 957	14
+ Bournemouth	18 108	2 342	2 594	-10	15 766	13 582	16
+ Bristol	30 790	24 409	25 223	-3	6 381	5 692	12
+ Cambridge	6 454	1 890	1 209	56	4 564	3 360	36
+ Cardiff	30 265	21 872	19 627	11	8 393	7 270	15
+ Coventry	460	193	72	168	267	74	261
+ East Midlands	74 402	50 103	42 358	18	24 299	18 702	30
+ Edinburgh	125 075	29 137	27 429	6	95 938	91 148	5
+ Exeter	11 918	2 682	3 018	-11	9 236	7 810	18
+ Glasgow	235 373	84 901	84 333	1	150 472	141 718	6
Gloucester/Cheltenham	3 042	—	—	—	3 042	2 599	17
Hawarden	—	—	—	—	—	387	—
Humberside	5 028	745	1 439	-48	4 283	3 168	35
Inverness	13 528	694	768	-10	12 834	11 373	13
Islay	1 377	—	—	—	1 377	1 122	23
+ Isle of Man	47 610	2 235	2 565	-13	45 375	41 966	8
Isles of Scilly	13 583	—	—	—	13 583	13 370	2
+ Kirkwall	8 494	24	60	-60	8 470	9 420	-10
+ Leeds/Bradford	47 877	15 666	13 059	20	32 221	22 824	41
+ Liverpool	151 021	114 093	12 705	798	36 928	20 558	80
+ Lydd	7 217	7 105	6 570	8	112	—	—
+ Manchester	222 066	178 063	304 909	-42	44 003	91 216	-52
+ Manston	..	..	..	..	—	..	..
+ Newcastle	101 000	61 521	50 069	23	39 479	36 788	7
+ Norwich	16 479	6 355	6 909	-8	10 124	8 644	17
Penzance	12 017	—	—	—	12 017	12 294	-2
+ Prestwick	59 810	56 423	43 833	29	3 387	2 317	46
+ Southampton	37 587	4 230	4 498	-6	33 357	28 814	16
Stornoway	7 147	17	—	—	7 130	4 858	47
+ Sumburgh	xx	xx	xx	..	xx	xx	..
Swansea	1 458	3	14	-79	1 455	914	59
+ Tees-side	27 090	7 397	8 710	-15	19 693	21 571	-9
Tiree	376	—	—	—	376	353	7
Wick	3 056	—	13	—	3 056	2 887	6
TOTAL (Incl. London Area)	6 047 028	4 626 908	4 265 056	8	1 420 120	1 316 909	8

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 September 1979

Table 18

Comparisons with a Year Earlier

1979				1978			Percentage change
Total	Sched.	Charter	Total	Sched.	Charter		
EUROPE							
Austria	23 965	18 070	5 895	22 181	16 398	5 783	8
London – Vienna	19 919	15 798	4 121	17 128	14 051	3 077	16
Other Routes	4 046	2 272	1 774	5 053	2 347	2 706	–20
Belgium	81 314	79 653	1 661	83 337	80 174	3 163	–2
London – Brussels	59 045	58 913	132	57 606	57 407	199	2
Other S.E. England – Belgium	12 190	11 946	244	16 354	15 960	394	–25
Other Routes	10 079	8 794	1 285	9 377	6 807	2 570	7
Denmark	59 643	46 636	13 007	57 938	44 161	13 777	3
London – Copenhagen	42 686	35 586	7 100	39 092	34 593	4 499	9
Other Routes	16 957	11 050	5 907	18 846	9 568	9 278	–10
Finland	11 579	10 866	713	10 374	10 098	276	12
France	305 230	290 528	14 702	289 693	273 559	16 134	5
London – Nice	26 954	26 403	551	23 214	22 271	943	16
– Paris	191 776	189 610	2 166	185 888	181 938	3 950	3
– N. France (a)	9 943	8 086	1 857	9 878	9 259	619	1
– Other France	36 152	31 723	4 429	30 098	26 092	4 006	20
Manchester – Paris	4 243	4 243	—	9 178	9 170	8	–54
Other U.K. – Paris	21 201	19 279	1 922	15 294	13 583	1 711	39
Luton – Other France	1 460	—	1 460	1 494	—	1 494	–2
Other S.E. England – France	8 529	8 482	47	8 944	8 847	97	–5
Other Routes	4 972	2 702	2 270	5 705	2 399	3 306	–13
Germany (Fed. Republic)	280 837	230 466	50 371	269 403	209 080	60 323	4
London – Dusseldorf	40 710	36 918	3 792	40 770	35 768	5 002	—
– Frankfurt	74 578	68 833	5 745	68 756	60 826	7 930	8
– Hamburg	32 525	28 721	3 804	31 028	26 572	4 456	5
– Munich	41 105	25 873	15 232	37 117	24 576	12 541	11
– Other Germany	64 294	55 056	9 238	55 396	47 467	7 929	16
Luton – Germany	6 965	—	6 965	16 599	—	16 559	–58
Manchester – Germany	6 149	5 003	1 146	12 084	9 424	2 660	–49
Other Routes	14 511	10 062	4 449	7 693	4 447	3 246	89
Gibraltar	12 346	5 551	6 795	7 784	5 067	2 717	59
Greece	237 496	61 113	176 383	172 582	50 986	121 596	38
Iceland	5 556	5 466	90	5 222	5 194	28	6
London – Reykjavik	3 894	3 894	—	3 541	3 541	—	10
Glasgow – Reykjavik	1 241	1 241	—	1 681	1 653	28	–26
Other Routes	421	331	90	—	—	—	—

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	204 170	202 707	1 463	204 696	202 105	2 591	—
London – Cork	17 775	17 775	—	17 261	17 019	242	3
– Dublin	94 906	94 684	222	96 073	95 049	1 024	–1
– Shannon	15 880	15 880	—	15 046	15 046	—	6
Manchester – Dublin	7 331	7 300	31	15 373	15 368	5	–52
Birmingham – Dublin	15 824	15 824	—	13 699	13 699	—	16
Glasgow – Dublin	12 221	12 219	2	10 979	10 979	—	11
Liverpool – Dublin	9 270	9 270	—	5 249	5 157	92	77
Leeds/Bradford – Dublin	3 404	3 395	9	3 512	3 481	31	–3
Edinburgh – Dublin	4 796	4 796	—	5 058	5 022	36	–5
Bristol – Dublin	2 972	2 966	6	3 176	3 176	—	–6
Other Routes	19 791	18 598	1 193	19 270	18 109	1 161	3
Italy	294 624	120 517	174 107	257 861	107 243	150 618	14
London – Genoa (g)	6 163	—	6 163	2 157	—	2 157	186
– Milan	53 178	40 080	13 098	51 110	37 227	13 883	4
– Rimini (g)	11 475	—	11 475	9 008	—	9 008	27
– Rome	49 561	41 714	7 847	43 139	36 127	7 012	15
– Venice	17 228	6 625	10 603	14 401	6 021	8 380	20
– Other Italy	58 241	26 353	31 888	44 220	22 178	22 042	32
Luton – Rimini	5 263	—	5 263	5 907	—	5 907	–11
– Other Italy	48 290	—	48 290	51 671	—	51 671	–7
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	18 354	—	18 354	15 836	—	15 836	16
Other Routes	26 871	5 745	21 126	20 412	5 690	14 722	32
Luxembourg	6 054	6 046	8	5 767	5 708	59	5
London – Luxembourg	6 046	6 046	—	5 708	5 708	—	6
Other Routes	8	—	8	59	—	59	–86
Netherlands	183 672	182 096	1 576	194 757	190 775	3 982	–6
London – Amsterdam	105 621	105 621	—	114 985	113 871	1 114	–8
– Rotterdam	17 471	17 327	144	18 917	18 220	697	–8
Other S.E. England – Netherlands	6 849	6 627	222	9 774	9 154	620	–30
Manchester – Amsterdam	5 813	5 813	—	10 941	10 938	3	–47
Other Routes	47 918	46 708	1 210	40 140	38 592	1 548	19
Norway	46 521	39 082	7 439	45 089	35 498	9 591	3
London – Oslo	21 820	18 987	2 833	21 568	17 514	4 054	1
Other Routes	24 701	20 095	4 606	23 521	17 984	5 537	5
Portugal	73 029	31 401	41 628	56 800	25 958	30 842	29
London – Lisbon	27 594	21 140	6 454	21 929	16 820	5 109	26
Other Routes	45 435	10 261	35 174	34 871	9 138	25 733	30
Soviet Union and Easter Europe (b)	75 762	35 515	40 247	53 765	33 628	20 137	41
London – Moscow	11 567	10 173	1 394	9 714	9 062	652	19
– Prague	3 604	3 604	—	3 903	3 714	189	–8
Other Routes	60 591	21 738	38 853	40 148	20 852	19 296	51

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	764 985	114 932	650 053	723 717	117 816	605 901	6
London – Barcelona	26 308	17 906	8 402	27 459	19 616	7 843	-4
– Ibiza	26 283	3 225	23 058	20 798	3 715	17 083	26
– Madrid	40 102	34 283	5 819	47 921	41 709	6 212	-16
– Malaga	39 115	16 566	22 549	39 006	13 891	25 115	—
– Palma	88 426	12 873	75 553	76 641	12 621	64 020	15
– Other Spain	102 680	28 644	74 036	98 657	25 361	73 296	4
Luton – Alicante	14 101	—	14 101	13 641	—	13 641	3
– Barcelona	5 956	—	5 956	5 167	—	5 167	15
– Gerona	9 221	—	9 221	8 424	—	8 424	9
– Ibiza	12 110	—	12 110	8 583	—	8 583	41
– Palma	27 907	—	27 907	23 942	—	23 942	17
– Other Spain	28 487	—	28 487	27 311	—	27 311	4
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	3 557	—	3 557	7 929	—	7 929	-55
– Palma	22 284	—	22 284	35 713	—	35 713	-38
Other N. England – Spain	121 018	—	121 018	112 763	252	112 511	7
Scotland – Spain	51 321	—	51 321	51 731	346	51 385	-1
Other Routes	146 109	1 435	144 674	118 031	305	117 726	24
Sweden	44 983	29 402	15 581	44 322	27 201	17 121	1
London – Stockholm	29 835	21 482	8 353	26 171	19 682	6 489	14
Other Routes	15 148	7 920	7 228	18 151	7 519	10 632	-17
Switzerland	135 279	105 478	29 801	131 134	100 427	30 707	3
London – Basle	10 837	8 329	2 508	10 969	8 814	2 155	-1
– Geneva	51 869	41 302	10 567	45 088	36 357	8 731	15
– Zurich	61 750	46 044	15 706	63 263	46 334	16 929	-2
Luton – Switzerland	552	—	552	2 611	—	2 611	-79
Other Routes	10 271	9 803	468	9 203	8 922	281	12
Yugoslavia	80 840	26 043	54 797	65 242	23 713	41 529	24
London – Dubrovnic	10 287	2 655	7 632	10 523	1 650	8 873	-2
– Ljubliana	4 742	3 564	1 178	2 787	2 787	—	70
Luton – Yugoslavia	5 990	—	5 990	3 138	—	3 138	91
Other Routes	59 821	19 824	39 997	48 794	19 276	29 518	23
Other Europe	176 283	94 209	82 074	133 136	83 873	49 263	32
WESTERN HEMISPHERE							
Canada	218 794	125 764	93 030	190 863	99 527	91 336	15
London – Montreal	21 702	21 702	—	20 109	18 516	1 593	8
– Toronto	77 620	45 058	32 562	61 955	36 010	25 945	25
– Other Canada	54 658	33 791	20 867	54 279	24 009	30 270	1
Other UK – Montreal	4 618	3 936	682	4 597	3 778	819	—
– Toronto	46 294	16 710	29 584	39 913	13 584	26 329	16
Other Routes	13 902	4 567	9 335	10 010	3 630	6 380	39

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	603 504	563 184	40 320	578 406	492 451	85 955	4
London – New York	210 445	197 230	13 215	212 034	183 177	28 857	–1
– Other East Coast USA	116 473	113 666	2 807	110 487	106 411	4 076	5
– Chicago and Detroit	58 288	52 775	5 513	62 000	49 795	12 205	–6
– West Coast USA	140 673	132 716	7 957	124 254	98 771	25 483	13
– Other USA	46 913	46 795	118	47 065	42 662	4 403	—
Other UK – New York	18 834	11 567	7 267	18 035	11 635	6 400	4
Other Routes	11 878	8 435	3 443	4 531	—	4 531	162
West Atlantic and Caribbean Islands	33 414	31 082	2 332	28 134	26 636	1 498	19
Central and South America	16 235	15 966	269	14 176	13 887	289	15
REST OF THE WORLD							
Canary Islands	70 101	4 671	65 430	57 850	3 921	53 929	21
North Africa (c)	43 814	25 218	18 596	41 383	23 422	17 961	6
East Africa (d)	16 425	16 419	6	17 580	15 769	1 811	–7
Central Africa (e)	8 307	8 307	—	9 464	9 463	1	–12
West Africa (d)	37 563	36 960	603	36 662	35 287	1 375	2
South Africa	31 274	30 495	779	28 678	28 324	354	9
Middle East (f)	203 190	201 065	2 125	212 452	209 795	2 657	–4
India	21 872	21 872	—	24 408	24 408	—	–10
Pakistan	14 969	14 969	—	11 212	11 212	—	34
Far East	95 425	95 093	332	86 889	82 900	3 989	10
Australia and New Zealand	52 941	52 941	—	40 316	40 316	—	31
Other Routes n.e.i.	38 296	13 679	24 617	37 614	12 246	25 368	2
ALL ROUTES	4 610 292	2 993 462	1 616 830	4 250 887	2 778 226	1 472 661	8

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 September 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	33 600	26 412	27.2
	Belfast	65 934	52 276	26.1
	Birmingham	13 993	11 793	18.7
	Channel Islands	61 663	53 183	15.9
	Edinburgh	78 568	73 119	7.5
	Glasgow	85 794	83 872	2.3
	Manchester	24 140	52 116	-53.7
	Newcastle	26 406	26 928	-1.9
	Tees-side	14 006	14 625	-4.2
	Other airports	62 833	40 336	55.8
Belfast	Birmingham	10 165	6 706	51.6
	East Midlands	3 814	3 553	7.4
	Edinburgh	2 402	1 397	71.9
	Glasgow	9 460	7 908	19.6
	Isle of Man	4 132	3 622	14.1
	Manchester	5 649	12 016	-53.0
	Newcastle	1 769	1 588	11.4
	Other airports	23 412	14 092	66.1
Channel Islands	Bristol/Glamorgan	8 139	6 570	23.9
	Glasgow	1 794	1 156	55.2
	Leeds/Bradford	4 001	3 043	31.5
	Liverpool	3 749	1 575	138.0
	Manchester	5 405	7 881	-31.4
	Other airports	108 472	83 283	30.3
Edinburgh	Manchester	1 633	4 243	-61.5
	Other airports	13 335	12 389	7.6
Glasgow	Birmingham	6 470	4 852	33.4
	East Midlands	3 943	3 956	-0.3
	Isle of Man	3 259	2 686	21.3
	Manchester	2 291	5 560	-58.8
	Other Scottish airports	20 072	27 287	-26.4
	Other airports	17 058	4 441	284.1
Isle of Man	Manchester	2 902	4 872	-40.4
	Newcastle	1 187	1 144	3.8
	Other airports	27 401	25 226	8.6
Penzance	Isles of Scilly	12 017	12 294	-2.3
Other Routes		35 804	38 800	-7.7
TOTAL		806 672	736 800	9.5

(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 September 1979

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+ Gatwick	9 497.6	11.6	14.4	973.8	1 681.5	116.8	80.7	7.9	2.2	1 926.8	4 355.5	132.9	194.5	
+ Heathrow	42 099.4	8 038.3	8 131.2	28.5	221.4	11 265.2	14 372.4	1.0	—	—	—	5.3	36.1	
+ Luton	698.8	—	—	0.1	0.2	51.3	—	—	—	230.5	261.7	86.8	68.2	
+ Southend	660.0	—	—	179.0	153.0	—	—	—	—	68.0	259.0	—	1.0	
+ Stansted	481.2	—	—	0.1	0.6	—	—	—	—	233.0	203.2	0.5	43.8	
TOTAL (London Area)	53 437.0	8 049.9	8 145.6	1 181.5	2 056.7	11 432.3	14 453.1	8.9	2.2	2 458.3	5 079.4	225.5	343.6	
Westland Heliport (Battersea)														
	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	599.8	58.5	120.2	31.3	34.6	—	—	14.2	39.1	80.2	220.4	0.5	0.8	
+ Belfast	1 098.6	71.0	115.9	264.3	13.7	4.8	3.2	—	—	499.0	126.5	0.2	—	
+ Benbecula	13.9	10.5	2.6	0.7	0.1	—	—	—	—	—	—	—	—	
+ Birmingham	287.0	133.9	80.6	13.6	0.4	25.5	29.6	—	—	—	—	0.9	2.5	
+ Blackpool	453.4	—	—	6.2	33.1	—	—	—	—	0.4	413.7	—	—	
+ Bournemouth	709.8	—	—	381.8	309.0	—	—	—	—	0.1	18.9	—	—	
+ Bristol	38.8	2.1	0.9	10.9	3.5	12.3	9.1	—	—	—	—	—	—	
+ Cambridge	12.7	—	—	—	—	—	—	—	—	—	1.5	11.2	—	
+ Cardiff	17.4	1.7	5.6	7.4	1.2	—	—	—	—	1.5	—	—	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	735.6	—	—	71.3	100.2	—	0.1	—	—	136.7	341.7	14.2	71.4	
+ Edinburgh	130.0	25.8	32.3	25.6	33.5	1.4	2.0	—	—	1.5	—	7.9	—	
+ Exeter	28.5	—	—	4.3	8.9	—	—	—	—	—	15.3	—	—	
+ Glasgow	1 561.0	542.0	247.4	71.1	37.5	271.8	331.7	—	—	16.8	15.2	27.5	—	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	20.8	—	—	4.9	3.4	—	—	—	—	0.1	—	12.4	—	
+ Inverness	22.0	6.7	15.3	—	—	—	—	—	—	—	—	—	—	
+ Islay	13.0	—	—	6.6	6.4	—	—	—	—	—	—	—	—	
+ Isle of Man	188.9	5.1	5.7	155.3	22.8	—	—	—	—	—	—	—	—	
+ Isles of Scilly	10.2	8.8	1.4	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	47.4	31.7	12.7	0.9	0.9	—	—	—	—	—	—	—	1.2	
+ Leeds/Bradford	29.6	5.7	7.8	9.0	6.3	—	—	—	—	0.2	0.6	—	—	
+ Liverpool	2 262.3	0.4	2.0	31.7	32.8	576.6	1 101.4	—	—	133.5	379.0	4.5	0.4	
+ Lydd	329.6	—	—	161.4	168.2	—	—	—	—	—	—	—	—	
+ Manchester	782.0	145.7	87.1	26.4	6.2	230.2	197.7	—	—	—	56.2	10.1	22.4	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	91.6	12.7	17.7	29.9	29.2	—	—	—	—	1.2	—	0.2	0.7	
+ Norwich	82.3	—	—	31.7	27.4	—	—	—	—	—	23.2	—	—	
+ Penzance Heliport	10.2	1.4	8.8	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	1 491.5	495.3	156.4	29.3	11.8	626.7	145.6	—	—	—	9.6	16.8	—	
+ Southampton	330.6	8.9	16.5	12.0	55.6	—	—	—	—	13.6	169.9	—	54.1	
+ Stornoway	47.9	39.2	2.3	0.1	0.7	—	—	—	—	1.4	0.1	—	4.1	
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Tees-side	20.0	—	—	9.7	7.5	—	—	—	—	—	2.8	—	—	
+ Tiree	1.0	—	—	0.9	0.1	—	—	—	—	—	—	—	—	
+ Wick	11.6	3.0	1.1	0.6	0.9	—	—	—	—	—	—	—	6.0	
TOTAL (Incl. London Area)	64 916.0	9 660.0	9 085.9	2 580.4	3 012.6	13 181.6	16 273.5	23.1	41.3	3 344.5	6 874.0	331.9	507.2	
Channel Islands Airports														
+ Alderney	26.0	—	—	23.4	2.6	—	—	—	—	—	—	—	—	
+ Guernsey	655.0	5.0	2.0	277.0	364.0	—	1.0	—	—	—	6.0	—	—	
+ Jersey	697.8	47.6	19.8	445.4	184.3	0.5	—	—	—	0.2	—	—	—	
TOTAL (Channel Islands Airports)	1 378.8	52.6	21.8	745.8	550.9	0.5	1.0	—	—	0.2	6.0	—	—	

xx Not supplied

Cargo September 1979

Table 21

Total Compared with One Year Earlier

	International				Domestic				1979		1978		Tonnes	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Percentage change	
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo
London Area Airports														
+ Gatwick	1 981	327	102	6 317	202	367	3	198	2 288	7 209	1 496	6 668	52.9	8.1
+ Heathrow	26 167	14 883	1	41	428	579	—	—	26 596	15 503	23 968	15 634	-30.8	-0.8
+ Luton	—	51	135	479	—	—	—	34	135	564	144	270	-6.2	108.9
+ Southend (i)	290	—	330	—	2	—	36	—	658	—	786	—	-16.3	—
+ Stansted	—	—	—	481	1	—	—	—	1	481	449	1 755	-99.8	-72.6
TOTAL (London Area)	28 438	15 261	568	7 318	633	946	39	232	29 678	23 757	26 843	24 327	10.6	-2.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	52	—	252	16	186	7	75	13	565	36	548	33	3.1	139.4
+ Belfast	8	—	—	7	248	218	—	619	256	844	444	769	-42.3	9.8
+ Benbecula	—	—	—	—	14	—	—	—	14	—	16	—	-12.5	—
+ Birmingham	228	—	3	—	55	—	—	—	286	—	237	6	20.7	—
+ Blackpool	13	—	—	—	22	5	—	414	35	419	37	305	-5.4	37.4
+ Bournemouth	—	—	—	12	—	690	—	7	—	709	3	723	—	-1.9
+ Bristol	35	—	—	—	3	—	—	—	38	—	42	—	-9.5	—
+ Cambridge	—	—	13	—	—	—	—	—	13	—	3	—	333.3	—
+ Cardiff	11	—	—	—	5	—	—	2	16	2	18	—	-11.1	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	48	83	1	520	41	—	—	43	90	646	145	521	-37.9	24.0
+ Edinburgh	19	—	—	9	101	—	—	—	120	9	105	—	14.3	—
+ Exeter	1	—	—	15	12	—	—	—	13	15	30	—	-56.7	—
+ Glasgow	160	512	—	28	261	569	10	22	431	1 131	470	1 157	-8.3	0.2
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	7	—	—	13	2	—	—	—	9	13	2	—	350.0	—
+ Inverness	—	—	—	—	22	—	—	—	22	—	30	—	-26.7	—
+ Islay	—	—	—	—	13	—	—	—	13	—	13	—	—	—
+ Isle of Man	1	—	—	—	83	104	—	—	84	104	96	99	-12.5	5.1
+ Isles of Scilly (i)	—	—	—	—	10	—	—	—	10	—	8	—	25.0	—
+ Kirkwall	—	—	—	1	47	—	—	—	47	1	51	4	-7.8	-75.0
+ Leeds/Bradford	15	—	—	—	14	—	—	1	29	1	31	—	-6.5	—
+ Liverpool	44	1 629	—	—	60	13	—	508	104	2 159	73	626	42.5	244.9
+ Lydd	—	330	—	—	—	—	—	—	—	330	1	355	—	-7.0
+ Manchester	379	229	—	89	77	8	—	—	456	326	1 005	1 876	-54.6	-82.6
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	49	—	1	—	40	1	—	1	90	2	91	37	-1.1	-94.6
+ Norwich	37	—	—	23	22	—	—	—	59	23	39	—	51.3	—
+ Penzance Heliport (i)	—	—	—	—	10	—	—	—	10	—	8	—	25.0	—
+ Prestwick	321	1 013	1	26	1	130	—	—	323	1 169	186	1 474	73.7	-20.7
+ Southampton	5	1	—	223	87	1	1	14	93	239	134	274	-30.6	-12.8
+ Stornoway	—	—	—	3	42	—	—	3	42	6	32	8	31.3	-25.0
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	—	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	7	—	—	3	9	—	—	—	16	3	29	—	-44.8	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	6	6	—	—	—	6	6	5	19	20.0	-68.4
TOTAL (Incl. London Area)	29 878	19 058	839	8 321	2 127	2 692	125	1 879	32 969	31 950	30 776	32 613	7.1	-2.0
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	25	—	24	—	4.2	—
+ Guernsey	—	—	—	—	—	—	—	—	655	—	775	—	-15.5	—
+ Jersey	—	—	—	—	—	—	—	—	795	—	743	—	7.0	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	1 475	—	1 542	—	-4.3	—

(i) No breakdown given between passenger and cargo aircraft for these airports: All cargo allocated to passenger aircraft.

xx Not supplied.

All Scheduled Services September 1979

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	24 708	19 350	39 779	1 704 896	5 581 896	4 135 878	74.1	15 617	662 819	462 116	13 493	67 524	381 100	69.7
British Airways Helicopters	28	458	152	11 333	834	691	82.9	12	69	56	—	1	55	80.7
British Caledonian Airways	3 146	3 336	5 339	154 817	525 919	325 666	61.9	2 434	66 698	40 697	605	9 923	30 168	61.0
Air Anglia	862	2 570	2 325	43 575	42 566	21 319	50.1	151	4 318	2 207	—	75	2 132	51.1
Air Ecosse (Charters)	29	180	103	776	465	121	26.0	—	35	10	—	—	10	28.5
Air Kent	19	84	70	189	234	42	18.2	—	12	3	—	—	3	24.4
Aurigny Air Services	144	2 416	700	26 491	2 026	1 535	75.7	85	193	126	1	4	122	65.4
Aviation Beauport	10	176	73	906	92	53	57.2	—	8	4	—	—	4	51.4
British Island Airways	797	3 330	3 247	92 879	36 507	20 943	57.4	486	3 359	1 961	5	176	1 779	58.4
British Midland Airways	699	2 225	2 326	99 109	51 803	33 399	64.5	194	4 374	2 663	2	58	2 603	60.9
Brymon Airways	186	833	814	9 689	4 831	2 537	52.5	3	459	208	—	1	207	45.4
Dan-Air Services	653	2 015	2 027	63 681	43 498	25 528	58.7	66	3 695	2 209	—	42	2 168	59.8
Haywards Aviation	21	108	101	550	154	115	74.7	1	15	10	—	—	10	64.8
Intra Airways	82	381	307	14 232	5 066	3 895	76.9	—	422	291	—	—	291	69.1
Laker Airways	985	142	1 844	44 864	339 710	308 322	90.8	—	34 463	24 666	—	—	24 666	71.6
Loganair	330	2 176	1 161	12 552	5 838	2 239	38.3	—	532	204	—	—	204	38.3
TOTAL Passenger Services	32 697	39 780	60 367	2 280 539	6 641 438	4 882 283	73.5	19 049	781 470	537 430	14 106	77 804	445 521	68.8
Cargo Services														
British Airways	1 303	778	1 990					4 966	29 788	20 046	253	19 791	—	67.3
British Caledonian Airways	136	77	201					702	4 222	2 106	153	1 953	—	49.9
Air Freight	28	121	106					277	136	63	—	63	—	46.5
Air-Bridge Carriers	1	3	3					15	9	4	—	4	—	44.8
British Island Airways	49	214	204					710	228	134	17	117	—	58.7
TOTAL Cargo Services	1 517	1 193	2 504					6 669	34 383	22 354	424	21 928	—	65.1
GRAND TOTAL	34 214	40 973	62 871	2 280 539	6 641 438	4 882 283	73.5	25 718	815 853	559 784	14 529	99 732	445 521	68.6

International Scheduled Services September 1979

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	22 107	12 633	32 719	1 272 948	5 316 703	3 949 286	74.3	14 718	638 229	445 596	13 424	67 239	364 933	69.8
British Caledonian Airways	2 721	1 780	4 112	100 034	492 449	302 821	61.5	1 996	63 317	38 685	588	9 850	28 247	61.1
Air Anglia	495	986	1 144	27 174	31 601	15 165	48.0	116	3 186	1 579	—	62	1 517	49.6
Air Kent	19	84	70	189	234	42	18.2	—	12	3	—	—	3	24.4
Aurigny Air Services	144	2 416	700	26 491	2 026	1 535	75.7	85	193	126	1	4	122	65.4
Aviation Beauport	10	176	73	906	92	53	57.2	—	8	4	—	—	4	51.4
British Island Airways	426	1 534	1 687	36 853	19 950	9 146	45.8	364	1 837	906	—	129	777	49.3
British Midland Airways	130	344	447	11 441	9 209	4 535	49.2	54	734	374	—	22	352	50.9
Brymon Airways	35	161	162	1 071	610	284	46.5	1	53	23	—	—	23	43.8
Dan-Air Services	353	752	926	24 701	26 116	14 413	55.2	56	2 218	1 224	—	38	1 224	56.9
Haywards Aviation	6	40	26	84	39	12	30.9	1	4	1	—	—	1	27.9
Intra Airways	30	212	133	5 737	1 663	968	58.2	—	139	72	—	—	72	51.9
Laker Airways	985	142	1 844	44 864	339 710	308 322	90.8	—	34 463	24 666	—	—	24 666	71.6
TOTAL Passenger Services	27 461	21 260	44 042	1 552 493	6 240 402	4 606 580	73.8	17 391	744 394	513 297	14 013	77 344	421 940	69.0
Cargo Services														
British Airways	1 265	696	1 901	—	—	—	—	4 372	29 233	19 729	252	19 475	—	67.5
British Caledonian Airways	112	36	153	—	—	—	—	456	4 028	1 965	12	1 953	—	48.8
Air Freight	28	121	106	—	—	—	—	227	136	63	—	63	—	46.5
British Island Airways	2	5	8	—	—	—	—	17	11	8	—	8	—	72.7
TOTAL Cargo Services	1 408	858	2 167	—	—	—	—	5 122	33 407	21 765	264	21 499	—	65.1
GRAND TOTAL	28 869	22 118	46 209	1 552 493	6 240 402	4 606 580	73.8	22 513	777 801	535 062	14 277	98 843	421 940	68.8

Domestic Scheduled Services September 1979

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	2 600	6 717	7 060	431 948	265 193	186 592	70.4	898	24 590	16 520	68	285	16 167	67.2
British Airways Helicopters	28	458	152	11 333	834	691	82.9	12	69	56	—	1	55	80.7
British Caledonian Airways	425	1 556	1 227	54 783	33 470	22 845	68.3	438	3 380	2 011	17	73	1 921	59.5
Air Anglia	366	1 584	1 181	16 401	10 965	6 154	56.1	35	1 132	629	—	13	615	55.5
Air Ecosse (Charters)	29	180	103	776	465	121	26.0	—	35	10	—	—	10	28.5
British Island Airways	371	1 796	1 560	56 026	16 556	11 796	71.2	122	1 522	1 055	5	48	1 002	69.3
British Midland Airways	569	1 881	1 880	87 668	42 594	28 865	67.8	140	3 640	2 290	2	36	2 251	62.9
Brymon Airways	151	672	652	8 618	4 221	2 254	53.4	3	406	185	—	1	185	45.6
Dan-Air Services	300	1 263	1 101	38 980	17 382	11 115	63.9	9	1 476	947	—	4	944	64.1
Haywards Aviation	15	68	75	466	115	103	89.6	—	12	9	—	—	9	77.4
Intra Airways	52	169	174	8 495	3 403	2 927	86.0	—	283	219	—	—	219	77.5
Loganair	330	2 176	1 161	12 552	5 838	2 239	38.3	—	532	204	—	—	204	38.3
TOTAL Passenger Services	5 236	18 520	16 326	728 046	401 036	275 702	68.8	1 658	37 077	24 134	93	460	23 581	65.1
Cargo Services														
British Airways	38	82	89					594	555	317	2	316	—	57.1
British Caledonian Airways	24	41	48					246	194	141	141	—	—	72.8
Air-Bridge Carriers	1	3	3					15	9	4	—	4	—	44.8
British Island Airways	47	209	196					692	217	126	17	109	—	58.1
TOTAL Cargo Services	109	335	336					1 548	976	589	160	429	—	60.9
GRAND TOTAL	5 345	18 855	16 662	728 046	401 036	275 702	68.8	3 206	38 053	24 723	252	889	23 581	65.0

All Non-scheduled Services September 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	309	168	832	15 340	42 316	33 434	79.0	1 087	6 322	4 248	24	1 209	3 014	67.2
British Airtours	1 812	926	2 687	156 222	341 764	303 442	88.8	—	31 161	25 823	—	—	25 823	82.9
British Airways Helicopters	483	3 687	2 409	35 812	10 352	5 186	50.1	216	1 015	450	—	33	417	44.3
British Caledonian Airways	1 125	777	1 898	69 479	102 400	89 657	87.6	932	17 386	12 567	—	4 842	7 725	72.3
Air Anglia	6	18	19	86	39	29	74.3	—	4	3	—	—	3	74.3
Air Europe	757	450	1 214	55 084	101 125	95 671	94.6	—	9 497	7 642	—	—	7 642	80.5
Air Freight	50	151	172	—	—	—	—	185	274	130	26	105	—	47.5
Air Kent	2	6	6	25	12	7	54.6	—	1	1	—	—	1	53.4
Air Transcontinental Airlines	460	248	641	—	82 258	59 070	71.8	—	16 405	4 967	—	253	4 715	30.3
Air-Bridge Carriers	120	179	310	—	—	—	—	1 110	1 797	839	6	834	—	46.7
Alderney Air Ferries	10	86	51	535	94	65	69.1	—	8	4	—	—	4	49.7
Alidair	121	313	402	6 649	7 262	4 208	57.9	21	726	319	—	11	308	43.9
B.E.A.S.	113	4 974	754	27 037	1 243	609	49.0	36	270	55	—	1	54	20.4
Bristow Helicopters	536	3 669	3 147	28 437	9 264	5 080	54.8	219	787	496	—	37	459	63.0
Britannia Airways	4 717	2 930	7 537	343 349	613 207	585 210	95.4	—	52 142	49 744	—	—	49 744	95.4
British Air Ferries	87	198	310	1 678	4 001	2 123	53.1	15	495	192	—	10	183	38.8
British Cargo Airlines	974	320	1 329	—	—	—	—	3 886	38 050	27 113	—	27 113	—	71.3
British Island Airways	692	700	1 438	32 083	53 910	45 464	84.3	553	5 085	4 096	40	192	3 864	80.6
British Midland Airways	849	799	1 410	46 133	129 248	86 617	67.0	77	18 940	7 232	—	472	6 760	38.2
Dan-Air Services	4 619	3 761	8 419	318 634	533 258	472 788	88.7	97	42 758	37 893	11	16	37 867	88.6
Express Air Services CI	51	275	216	3 814	1 115	831	74.6	624	262	172	—	105	67	65.6
General Aviation Services	32	71	130	—	—	—	—	225	241	99	—	99	—	41.1
Gleneagle Helicopters	14	216	72	737	101	39	38.6	2	30	5	—	1	4	16.7
Guernsey Airlines	12	20	37	338	738	248	33.6	8	77	24	—	—	24	31.4
Intra Airways	96	205	277	4 365	6 859	3 750	54.7	—	566	356	—	77	280	63.0
Invicta International Airlines	45	34	99	—	—	—	—	241	755	396	—	396	—	62.4
Laker Airways	2 717	1 123	3 816	136 032	591 273	463 943	78.5	—	58 521	37 098	—	—	37 098	63.4
Loganair	158	593	604	3 634	2 124	1 336	60.7	—	193	122	—	—	122	63.2
Management Aviation	85	1 568	418	5 149	584	323	55.3	24	48	28	—	3	25	58.3
Monarch Airlines	1 796	1 104	2 819	144 694	280 228	252 444	90.1	—	27 320	22 880	—	—	22 880	83.7
North Scottish Helicopters	206	2 398	989	10 036	1 146	787	68.7	—	88	62	—	—	62	70.5
Pelican Air Transport	160	49	217	—	—	—	—	587	6 716	4 685	—	4 685	—	69.8
Redcoat Air Cargo	152	68	319	—	—	—	—	283	2 668	1 389	—	1 389	—	52.0
Scimitar Airlines	173	48	399	—	—	—	—	—	6 576	5 631	—	5 631	—	85.6
Southern Int-Air Transport	51	197	173	8 224	3 882	2 228	57.4	—	323	182	—	—	182	56.4
Tradewinds Airways	512	174	742	—	—	—	—	2 200	20 665	10 884	—	10 884	—	62.7
Transmeridian Air Cargo	344	131	723	—	—	—	—	765	9 184	5 529	—	5 529	—	60.2
TOTAL	24 446	32 634	47 032	1 453 606	2 919 803	2 514 588	86.2	13 403	377 355	273 357	106	63 926	209 324	72.5
Class 5A Licence TOTAL	270	399	621	10 936	10 474	8 076	77.1	..	7 461	6 311	—	56 31	680	84.6
TOTAL Excludes 5A Licence	24 176	32 235	46 411	1 442 670	2 909 329	2 506 512	86.2	13 403	369 894	267 046	106	5 8295	208 644	72.2

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

International Non-Scheduled Services September 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	309	168	832	15 340	42 316	33 434	79.0	1 087	6 322	4 248	24	1 209	3 014	67.2
British Airtours	1 812	926	2 687	156 222	341 764	303 442	88.8	—	31 161	25 823	—	—	25 823	82.9
British Airways Helicopters	480	3 673	2 391	35 799	10 284	5 183	50.4	216	1 005	447	—	33	414	44.5
British Caledonian Airways	1 125	777	1 898	69 479	102 400	89 657	87.6	932	17 386	12 567	—	4 842	7 725	72.3
Air Anglia	2	4	7	21	16	13	79.6	—	2	1	—	—	1	79.6
Air Europe	757	450	1 214	55 084	101 125	95 671	94.6	—	9 497	7 642	—	—	7 642	80.5
Air Freight	36	111	126	—	—	—	—	107	199	105	—	105	—	52.5
Air Kent	1	2	2	2	4	1	12.5	—	—	—	—	—	—	14.3
Air Transcontinental Airlines	460	248	641	—	82 258	59 070	71.8	—	16 405	4 967	—	253	4 715	30.3
Air-Bridge Carriers	87	92	223	—	—	—	—	576	1 404	616	—	616	—	43.9
Alidair	55	103	167	1 056	3 302	1 992	60.3	—	330	145	—	4	141	44.0
B.E.A.S.	113	4 974	754	27 037	1 243	609	49.0	36	270	55	—	1	54	20.4
Bristow Helicopters	536	3 669	3 147	28 437	9 264	5 080	54.8	219	787	496	—	37	459	63.0
Britannia Airways	4 717	2 930	7 537	343 349	613 207	585 210	95.4	—	52 142	49 744	—	—	49 744	95.4
British Air Ferries	39	77	128	1 409	1 636	921	56.3	15	256	93	—	10	83	36.3
British Cargo Airlines	974	320	1 329	—	—	—	—	3 886	38 050	27 113	—	27 113	—	71.3
British Island Airways	639	594	1 260	31 795	53 793	45 388	84.4	348	4 844	3 988	—	131	3 857	82.3
British Midland Airways	764	518	1 189	28 707	122 025	81 264	66.6	55	18 225	6 808	—	466	6 342	37.4
Dan-Air Services	4 254	2 827	7 103	290 757	516 892	460 879	89.2	3	41 329	36 862	—	2	36 860	89.2
Express Air Services C.I.	6	41	26	1 252	276	128	46.3	—	28	10	—	—	10	37.2
General Aviation Services	29	63	118	—	—	—	—	225	228	99	—	99	—	43.3
Gleneagle Helicopters	14	216	72	737	101	39	38.6	2	30	5	—	1	4	16.7
Guernsey Airlines Ltd	9	10	27	194	554	186	33.6	7	58	20	—	—	20	33.5
Intra Airways	39	79	112	2 514	2 840	2 047	72.1	—	233	153	—	—	153	65.4
Invicta International Airlines	45	34	99	—	—	—	—	241	755	396	—	396	—	52.4
Laker Airways	2 717	1 123	3 816	136 032	591 273	463 943	78.5	—	58 521	37 098	—	—	37 098	63.4
Management Aviation	85	1 568	418	5 149	584	323	55.3	24	48	28	—	3	25	58.3
Monarch Airlines	1 796	1 104	2 819	144 694	280 228	252 444	90.1	—	27 320	22 880	—	—	22 880	83.7
North Scottish Helicopters	206	2 398	989	10 036	1 146	787	68.7	—	88	62	—	—	62	70.5
Pelican Air Transport	160	49	217	—	—	—	—	587	6 716	4 685	—	4 685	—	69.8
Redcoat Air Cargo	152	68	319	—	—	—	—	283	2 668	1 389	—	1 389	—	52.0
Scimitar Airlines	173	48	399	—	—	—	—	—	6 576	5 631	—	5 631	—	85.6
Southern Int-Air Transport	45	179	153	7 976	3 443	2 111	61.3	—	289	173	—	—	173	59.9
Tradewinds Airways	512	174	742	—	—	—	—	2 200	20 665	10 884	—	10 884	—	52.7
Transmeridian Air Cargo	344	131	723	—	—	—	—	765	9 184	5 529	—	5 529	—	60.2
TOTAL	23 493	29 748	43 682	1 393 078	2 881 973	2 489 819	86.4	11 822	373 020	270 762	24	63 438	207 300	72.6
Class 5A Licence TOTAL	267	394	613	10 844	10 297	8 022	77.9	..	7 447	6 307	—	5 631	676	84.7
TOTAL Excludes 5A Licence	23 226	29 353	43 069	1 382 234	2 871 676	2 481 797	86.4	11 822	365 573	264 455	24	57 807	206 624	72.3

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

Domestic Non-Scheduled Services September 1979

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	3	14	18	13	68	3	4.4	—	10	3	—	1	2	30.0
Air Anglia	3	14	12	65	23	16	70.6	—	2	2	—	—	2	70.6
Air Freight	14	40	46	—	—	—	—	78	75	26	26	—	—	34.2
Air Kent	1	4	4	23	8	6	78.8	—	1	1	—	—	1	75.8
Air-Bridge Carriers	33	87	86	—	—	—	—	533	393	223	6	218	—	56.8
Alderney Air Ferries	10	86	51	535	94	65	69.1	—	8	4	—	—	4	49.7
Alidair	66	210	235	5 593	3 961	2 216	56.0	21	396	174	—	7	167	43.8
British Air Ferries	47	121	181	269	2 365	1 203	50.9	—	240	99	—	—	99	41.3
British Island Airways	52	106	178	288	116	76	65.5	204	241	108	40	62	6	44.7
British Midland Airways	85	281	221	17 426	7 223	5 353	74.1	22	715	424	—	6	418	59.2
Dan-Air Services	366	934	1 316	27 877	16 366	11 910	72.8	94	1 429	1 031	11	14	1 007	72.2
Express Air Services CI	46	234	190	2 562	838	703	83.9	624	234	161	—	105	56	68.9
General Aviation Services	2	8	12	—	—	—	—	—	13	—	—	—	—	—
Guernsey Airlines Ltd	3	10	10	144	184	62	33.4	—	18	5	—	—	5	24.7
Intra Airways	57	126	165	1 851	4 019	1 704	42.4	—	333	204	—	77	127	61.2
Loganair	158	593	604	3 634	2 124	1 336	60.7	—	193	122	—	—	122	63.2
Southern Int-Air Transport	7	18	21	248	439	117	26.6	—	35	10	—	—	10	28.1
TOTAL	953	2 886	3 350	60 528	37 830	24 769	65.5	1 581	4 335	2 595	82	488	2 025	59.9
Class 5A Licence TOTAL	3	5	8	92	177	54	30.5	..	14	4	—	—	4	28.6
TOTAL Excludes 5A Licence	950	2 881	3 342	60 436	37 653	24 715	65.6	1 581	4 321	2 591	82	488	2 021	60.0

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

Class 2 Licence Operations September 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	897	171	1 042	41 679	—	309 512	240 734	77·8	31 399	19 255	61·3
TOTAL	897	171	1 042	41 679	—	308 512	240 734	77·8	31 399	19 255	61·3

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km		Percentage of available	Tonne—km		Percentage of available	Number of IT passengers uplifted	
						Used (000)			Available (000)	Used (000)			Class 2	Class 4
International Services													
British Airways	193	121	318	8 624	20 125	14 510		72·1	1 967	1 256	63·8	—	—
British Airtours	1 501	794	2 252	139 487	283 649	264 965		93·4	25 814	22 483	87·1	—	8 463
British Caledonian Airways	766	598	1 362	60 268	87 089	79 871		91·7	8 174	6 871	84·1	—	3 230
Air Europe	748	440	1 197	54 083	99 951	94 768		94·8	9 386	7 570	80·7	—	—
Alidair	5	4	13	93	277	106		38·4	28	5	16·2	—	—
Britannia Airways	4 510	2 610	7 196	324 396	586 232	561 609		95·8	49 849	47 739	95·8	—	—
British Island Airways	541	388	946	30 307	47 876	43 023		89·9	4 304	3 656	84·9	—	—
British Midland Airways	46	37	101	2 147	3 808	2 666		70·0	304	208	68·6	—	—
Dan-Air Services	3 308	2 239	5 508	239 169	404 040	369 161		91·4	32 280	29 516	91·4	—	—
Guernsey Airlines	5	4	13	93	277	106		38·4	28	5	16·2	—	—
Intra Airways	8	16	23	780	549	414		75·4	45	31	68·4	—	—
Laker Airways	1 380	844	2 198	88 521	179 754	155 905		86·7	16 830	12 460	74·0	—	—
Monarch Airlines	1 453	846	2 238	120 665	234 974	216 524		92·1	22 876	19 630	85·8	—	—
TOTAL International Services	14 462	8 941	23 364	1 068 633	1 948 606	1 803 630		92·6	171 883	151 428	88·1	—	11 693
Domestic Services													
Alderney Air Ferries	10	86	51	535	94	65		69·1	8	4	49·7	—	—
British Air Ferries	1	4	5	181	64	60		94·3	6	6	93·8	—	—
Dan-Air Services	11	17	21	1 469	979	951		97·1	79	76	96·2	—	—
Intra Airways	22	31	57	1 693	1 596	1 195		74·9	131	89	67·7	—	—
TOTAL Domestic Services	44	138	134	3 878	2 733	2 272		83·1	224	174	77·7	—	—
GRAND TOTAL	14 507	9 079	23 497	1 072 511	1 951 340	1 805 901		92·5	172 107	151 602	88·1	—	11 693

All Class 4 Licence Operations September 1979

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	15	22	32	—	1 480	1 590	990	62.3	156	89	57.1
British Airtours	93	62	146	8 463	877	16 863	13 973	82.9	1 593	1 192	74.8
British Caledonian Airways	71	81	139	3 230	3 692	8 074	6 119	75.8	758	526	69.5
Air Europe	9	10	17	—	1 001	1 174	903	76.9	111	72	65.0
Alidair	7	12	22	—	884	429	393	91.5	43	30	68.9
Britannia Airways	89	38	139	—	4 650	11 547	10 932	94.7	982	930	94.7
British Island Airways	21	11	36	—	784	1 768	1 646	93.1	159	140	88.0
Dan-Air Services	858	505	1 402	—	46 074	103 672	84 728	81.7	8 295	6 781	81.8
Intra Airways	24	38	67	—	1 892	1 720	1 286	74.7	142	96	67.8
Monarch Airlines	301	225	516	—	23 364	38 178	31 331	82.1	3 745	2 841	75.9
TOTAL	1 487	1 004	2 516	11 693	84 698	185 016	152 300	82.3	15 983	12 697	79.4

International Class 4 Licence Operations September 1979

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	15	22	32	—	1 480	1 590	990	62.3	156	89	57.1
British Airtours	93	62	146	8 463	877	16 863	13 973	82.9	1 593	1 192	74.8
British Caledonian Airways	71	81	139	3 230	3 692	8 074	6 119	75.8	758	526	69.5
Air Europe	9	10	17	—	1 001	1 174	903	76.9	111	72	65.0
Alidair	7	10	20	—	802	393	368	93.6	39	28	70.2
Britannia Airways	89	38	139	—	4 650	11 547	10 932	94.7	982	930	94.7
British Island Airways	21	11	36	—	784	1 768	1 646	93.1	159	140	88.0
Dan-Air Services	858	503	1 400	—	45 932	103 636	84 693	81.7	8 292	6 778	81.7
Intra Airways	23	34	65	—	1 734	1 692	1 265	74.8	139	94	67.9
Monarch Airlines	301	225	516	—	23 364	38 178	31 331	82.1	3 745	2 841	75.9
TOTAL	1 485	996	2 510	11 693	84 316	184 916	152 221	82.3	15 974	12 690	79.4

Domestic Class 4 Licence Operations September 1979

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alidair	1	2	2	—	82	36	25	68.3	4	2	55.0
Dan-Air Services	—	2	2	—	142	35	35	97.3	3	3	96.8
Intra Airways	—	4	3	—	158	28	20	73.0	2	2	63.0
TOTAL	2	8	7	—	382	100	80	79.9	9	6	71.0

All Class 6 Licence Operations September 1979

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	9	9	25	136	157	142	—	141	90.4
British Caledonian Airways	211	57	279	757	6 842	4 409	—	4 408	64.4
Air Freight	22	80	83	184	119	48	25	22	39.9
Air-Bridge Carriers	109	154	274	979	1 657	770	4	766	46.5
British Cargo Airlines	910	296	1 242	3 705	35 539	25 199	—	25 199	70.9
British Island Airways	50	130	188	322	230	127	—	127	55.4
Dan-Air Services	11	44	43	56	57	13	10	1	22.5
Express Air Services C.I.	29	172	123	624	150	105	—	105	69.9
General Aviation Services	30	69	124	212	231	91	—	90	39.3
Invicta International Airlines	34	29	76	206	568	283	—	283	49.9
Pelican Air Transport	103	34	139	372	4 337	3 023	—	3 023	69.7
Redcoat Air Cargo	152	68	319	283	2 668	1 389	—	1 388	52.0
Tradewinds Airways	453	154	659	2 021	18 198	9 774	—	9 773	53.7
Transmeridian Air Cargo	168	65	346	614	4 610	3 244	—	3 243	70.4
TOTAL	2 292	1 361	3 919	10 472	75 364	48 616	40	48 575	64.5

International Class 6 Licence Operations September 1979

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	9	9	25	136	157	142	—	141	90.4
British Caledonian Airways	211	57	279	757	6 842	4 409	—	4 408	64.4
Air Freight	9	40	37	106	45	22	—	22	49.6
Air-Bridge Carriers	82	87	207	577	1 328	582	—	581	43.8
British Cargo Airlines	910	296	1 242	3 705	35 539	25 199	—	25 199	70.9
British Island Airways	44	120	169	300	203	115	—	114	56.5
Dan-Air Services	3	4	10	3	15	2	—	1	12.6
General Aviation Services	28	61	112	212	219	91	—	90	41.5
Invicta International Airlines	34	29	76	206	568	283	—	283	49.9
Pelican Air Transport	103	34	139	372	4 337	3 023	—	3 023	69.7
Redcoat Air Cargo	152	68	319	283	2 668	1 389	—	1 388	52.0
Tradewinds Airways	453	154	659	2 021	18 198	9 774	—	9 773	53.7
Transmeridian Air Cargo	168	65	346	614	4 610	3 244	—	3 243	70.4
TOTAL	2 206	1 024	3 621	9 292	74 728	48 273	—	48 273	64.6

Domestic Class 6 Licence Operations September 1979

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	14	40	46	79	75	26	25	—	34.2
Air-Bridge Carriers	27	67	66	402	330	189	4	184	57.2
British Island Airways	6	10	19	22	27	12	—	12	46.7
Dan-Air Services	8	40	33	54	42	11	10	—	25.9
Express Air Services C.I.	29	172	123	624	150	105	—	105	69.9
General Aviation Services	2	8	12	—	13	—	—	—	—
TOTAL	86	337	299	1 181	636	343	40	302	53.9

All Class 7 Licence Operations September 1979

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	483	3 687	2 409	35 812	10 352	5 186	50.1	217	1 015	450	33	417	44.3
B.E.A.S.	113	4 974	754	27 037	1 243	609	49.0	36	270	55	1	54	20.4
Bristow Helicopters	536	3 669	3 147	28 437	9 264	5 080	54.8	220	787	496	37	459	63.0
Gleneagle Helicopters	14	216	72	737	101	39	38.6	3	30	5	1	4	16.7
Management Aviation	85	1 568	418	5 149	584	323	55.3	25	48	28	3	25	58.3
North Scottish Helicopters	206	2 398	989	10 036	1 146	787	68.7	—	88	62	—	62	70.5
TOTAL	1 437	16 512	7 788	107 208	22 690	12 024	52.9	500	2 238	1 096	76	1 020	48.9

International Class 7 Licence Operations September 1979

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	480	3 673	2 391	35 799	10 284	5 183	50.4	216	1 005	447	33	414	44.5
B.E.A.S.	113	4 974	754	27 037	1 243	609	49.0	36	270	55	1	54	20.4
Bristow Helicopters	536	3 669	3 147	28 437	9 264	5 080	54.8	220	787	496	37	459	63.0
Gleneagle Helicopters	14	216	72	737	101	39	38.6	3	30	5	1	4	16.7
Management Aviation	85	1 568	418	5 169	584	323	55.3	25	48	28	3	25	58.3
North Scottish Helicopters	206	2 398	989	10 036	1 146	787	68.7	—	88	62	—	62	70.5
TOTAL	1 434	16 498	7 770	107 195	22 622	12 021	53.1	500	2 228	1 093	75	1 018	49.1

Domestic Class 7 Licence Operations September 1979

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	3	14	18	13	68	3	4.4	1	10	3	1	2	30.0
TOTAL	3	14	18	13	68	3	4.4	1	10	3	1	2	30.0

All Exempt Operations September 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* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
British Airways	92	16	457	5 236	20 601	17 934	87.1	952	4 042	2 762	24	1 068	1 670		68.3
British Airtours	218	70	288	7 395	41 251	24 504	59.4	—	3 764	2 149	—	—	2 149		57.2
British Caledonian Airways	77	41	118	2 289	7 237	3 667	50.7	175	1 613	760	—	433	327		47.1
Air Anglia	6	18	19	86	39	29	74.3	—	4	3	—	—	3		74.3
Air Freight	27	71	89	—	—	—	—	2	154	82	—	82	—		53.4
Air Kent	2	6	6	25	12	7	54.6	—	1	1	—	—	1		53.4
Air Transcontinental Airlines	460	248	641	—	82 258	59 070	71.8	—	16 405	4 967	—	253	4 715		30.3
Air-Bridge Carriers	11	25	36	—	—	—	—	131	140	69	—	69	—		49.4
Alidair	109	297	367	5 672	6 556	3 709	56.6	21	656	285	—	11	274		43.4
Britannia Airways	61	103	116	10 906	7 948	6 365	80.1	—	676	541	—	—	541		80.0
British Air Ferries	86	194	305	1 497	3 937	2 063	52.4	16	490	187	—	10	177		38.2
British Cargo Airlines	64	24	88	—	—	—	—	181	2 512	1 914	—	1 914	—		76.2
British Island Airways	80	171	268	992	2 057	795	38.7	232	392	172	40	65	67		43.9
British Midland Airways	803	762	1 309	43 986	125 441	83 951	66.9	78	18 636	7 024	—	472	6 552		37.7
Dan-Air Services	432	956	1 446	31 922	24 563	17 948	73.1	41	2 047	1 508	—	14	1 494		73.7
Express Air Services CI	22	103	93	3 814	1 115	831	74.6	—	112	67	—	—	67		59.7
General Aviation Services	1	2	6	—	—	—	—	13	10	8	—	8	—		84.6
Guernsey Airlines	8	16	24	245	461	141	30.6	7	49	20	—	—	20		40.1
Intra Airways	43	120	131	—	2 993	855	28.6	—	248	141	—	77	64		56.7
Invicta International Airlines	11	5	23	—	—	—	—	36	187	113	—	113	—		60.3
Laker Airways	441	108	577	5 832	102 007	67 304	66.0	—	10 293	5 384	—	—	5 384		52.3
Loganair	158	593	605	3 634	2 124	1 336	62.9	—	193	122	—	—	122		63.2
Monarch Airlines	42	33	65	665	7 076	4 589	64.9	—	700	409	—	—	409		58.4
Pelican Air Transport	57	15	77	—	—	—	—	215	2 379	1 662	—	1 662	—		69.9
Southern Int-Air Transport	12	25	39	685	887	456	51.4	—	73	37	—	—	37		51.1
Tradewinds Airways	59	20	84	—	—	—	—	180	2 467	1 110	—	1 110	—		45.0
Transmeridian Air Cargo	176	66	377	—	—	—	—	151	4 573	2 286	—	2 286	—		50.0
TOTAL	3 557	4 108	7 648	124 881	438 564	295 553	67.4	2 430	72 804	33 780	64	9 646	24 070		46.4

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

International Exempt Operations September 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	92	16	457	5 236	20 601	17 934	87.1	952	4 042	2 762	24	1 068	1 670	68.3
British Airports	218	70	288	7 395	41 251	24 504	59.3	—	3 754	2 149	—	—	2 149	57.2
British Caledonian Airways	77	41	118	2 289	7 237	3 667	50.7	175	1 613	760	—	433	327	47.1
Air Anglia	2	4	7	21	16	13	79.6	—	2	1	—	—	1	79.6
Air Freight	27	71	89	—	—	—	—	2	154	82	—	82	—	53.4
Air Kent	1	2	2	2	4	1	12.5	—	—	—	—	—	—	14.3
Air Transcontinental Airlines	460	248	641	—	82 258	59 070	71.8	—	16 405	4 967	—	253	4 715	30.3
Air-Bridge Carriers	6	5	16	—	—	—	—	—	77	35	—	35	—	45.2
Alldair	44	89	135	161	2 631	1 517	57.7	—	263	113	—	4	109	43.0
Britannia Airways	61	103	115	10 906	7 948	6 365	80.1	—	676	541	—	—	541	80.0
British Air Ferries	39	77	128	1 409	1 636	921	56.3	16	256	93	—	10	83	36.3
British Cargo Airlines	64	24	88	—	—	—	—	181	2 512	1 914	—	1 914	—	76.2
British Island Airways	34	75	109	704	1 941	719	37.1	48	177	77	—	16	61	43.2
British Midland Airways	718	481	1 088	26 560	118 217	78 598	66.5	55	17 921	6 600	—	466	6 134	36.8
Dan-Air Services	85	81	185	5 656	9 212	7 024	76.2	1	743	566	—	—	566	76.2
Express Air Services CI	6	41	26	1 252	276	128	46.3	—	28	10	—	—	10	37.2
General Aviation Services	1	2	6	—	—	—	—	13	10	8	—	8	—	84.5
Guernsey Airlines	5	6	14	101	277	80	28.8	7	30	15	—	—	15	49.4
Intra Airways	8	29	25	—	598	367	61.4	—	49	27	—	—	27	55.6
Invicta International Airlines	11	5	23	—	—	—	—	36	187	113	—	113	—	60.3
Laker Airways	441	108	577	5 832	102 007	67 304	66.0	—	10 293	5 384	—	—	5 384	52.3
Monarch Airlines	42	33	65	665	7 076	4 589	64.9	—	700	409	—	—	409	58.4
Pelican Air Transport	57	15	77	—	—	—	—	215	2 379	1 662	—	1 662	—	69.9
Southern Int-Air Transport	9	12	26	529	625	393	62.9	—	53	32	—	—	32	60.3
Tradewinds Airways	59	20	84	—	—	—	—	180	2 467	1 110	—	1 110	—	45.0
Transmeridian Air Cargo	176	66	377	—	—	—	—	151	4 573	2 286	—	2 286	—	50.0
TOTAL	2 741	1 724	4 763	68 718	403 812	273 192	67.7	2 031	69 362	31 715	24	9 459	22 232	45.7

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

Domestic Exempt Operations September 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 and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Air Anglia	3	14	12	65	23	16	70.6	—	2	2	—	—	2	70.6
Air Kent	1	4	4	23	8	6	78.8	—	1	1	—	—	1	75.8
Air-Bridge Carriers	5	20	20	—	—	—	—	131	63	35	—	35	—	54.6
Alldair	65	208	233	5 511	3 924	2 192	55.8	21	392	172	—	7	165	43.7
British Air Ferries	46	117	178	88	2 301	1 142	49.6	—	233	94	—	—	94	40.3
British Island Airways	47	96	160	288	116	76	65.5	183	215	96	40	49	6	44.5
British Midland Airways	85	281	221	17 426	7 223	5 353	74.1	23	715	424	—	6	418	59.2
Dan-Air Services	346	875	1 260	26 266	15 352	10 925	71.2	41	1 305	942	—	14	928	72.2
Express Air Services CI	17	62	67	2 562	838	703	83.9	—	84	56	—	—	56	67.1
Guernsey Airlines	3	10	10	144	184	62	33.4	—	18	5	—	—	5	24.7
Intra Airways	35	91	106	—	2 395	488	20.4	—	199	113	—	77	37	57.0
Loganair	158	593	605	3 634	2 124	1 336	62.9	—	193	122	—	—	122	63.2
Southern Int-Air Transport	4	13	13	156	262	63	23.9	—	21	6	—	—	6	27.7
TOTAL	815	2 384	2 885	56 163	34 752	22 361	64.3	398	3 442	2 065	40	187	1 838	60.0

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

Class 5 Operations for UK Operators September 1979

Table 30

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Britannia Airways	58	179	88	3 397	7 479	6 304	84.3	..	635	535	—	—	535	84.3
Scimitar Airlines	173	48	399	—	—	—	—	..	6 576	5 631	—	5 631	—	85.6
Southern Int-Air Transport	39	172	135	7 539	2 995	1 772	59.2	..	250	145	—	—	145	58.0
TOTAL	270	399	621	10 936	10 474	8 076	77.1	..	7 461	6 311	—	5 631	680	84.6

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

Aircraft Type and Utilisation — All Airlines

September 1979

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1979	Daily Utilisation per Aircraft (hrs) Quarter ended September 1979
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	145	570	—	712	—	6 641	1 670	9	2.7
Aerospatiale SA-365 Dauphin	61	1 059	36	251	5	6 353	359	1 (b)	3.4 (b)
Aviation Traders Merchantman	334	—	376	—	744	—	—	6	3.6
AW650 Argosy	60	—	132	—	183	—	—	3	1.8
BAC 111-200	798	1 736	—	1 886	—	85 433	43 774	9	7.1
BAC 111-300/400	2 980	2 945	—	5 420	—	188 773	210 474	20	9.0
BAC 111-500	4 409	5 771	41	8 505	48	451 144	380 186	36	7.8
BAC/Aerospatiale Concorde	829	148	—	584	—	8 992	63 570	5	4.1
Bell 212 Twin	157	6 055	2	993	12	32 893	821	12 (a)	2.7 (a)
Boeing 707-120/120B	677	380	—	976	—	22 201	94 142	1 (c)	10.5 (c)
Boeing 707-320C/336	5 927	1 386	578	5 487	2 805	107 876	449 327	34	8.7
Boeing 707-420	1 812	926	—	2 687	—	156 222	303 442	9	10.5
Boeing 720/720B	1 085	606	—	1 625	—	85 625	166 162	5	10.9
Boeing 727-100	1 782	962	—	2 728	—	117 017	222 244	8	11.2
Boeing 737-200	5 475	3 380	—	8 751	—	398 433	680 881	22	14.0
Boeing 747-100	5 391	1 264	—	6 957	—	231 584	1 677 696	18	13.3
Boeing 747-200	2 859	570	—	3 155	—	88 698	770 720	8	13.2
Bristol Britannia 300	197	—	102	—	418	—	—	4	3.3
Britten-Norman Islander	180	1 969	—	888	—	7 729	678	14	2.0
Britten-Norman Trislander	241	2 809	—	1 098	—	29 882	2 454	14	2.7
Canadair CL 44	390	—	149	—	818	—	—	8	3.6
Cessna 404 Titan	85	260	—	359	—	1 284	467	2	7.7
DC3 Dakota /Pionair	43	169	91	92	132	4 054	339	8	1.1
DH 106 Comet 4B/C	707	451	—	1 189	—	46 440	74 328	7	5.6
DHC 6 Twin-Otter	313	1 242	—	1 162	—	11 738	3 011	9	5.0
Douglas DC-6A/6B/6C	15	—	37	—	59	—	—	2	0.9
Embraer Bandeirante	29	180	—	103	—	776	121	..	..
Fairchild Hillier FH227B	66	—	215	—	216	—	—	2	3.2
Fokker F28 2000-6000	239	429	—	438	—	14 108	9 271	2	6.2
Fokker Friendship 100/600	485	1 524	—	1 442	—	27 285	11 453	10	6.0
Hawker Siddeley 121 Trident 1C	643	1 163	—	1 391	—	79 438	44 089	11	4.5
Hawker Siddeley 121 Trident 1E	336	598	—	837	—	51 153	29 548	4	6.1
Hawker Siddeley 121 Trident 2E	1 655	1 592	—	2 881	—	122 944	125 575	16	6.3
Hawker Siddeley 121 Trident 3B	2 392	3 401	—	4 794	—	368 957	253 560	25	6.3
HP Herald 100/200	1 028	3 541	521	3 764	319	98 230	24 028	32	4.7
HS748	701	2 251	42	2 552	37	62 217	21 963	19	4.3
Lockheed L1011 Tristar	1 346	694	—	1 885	—	141 768	245 895	9	7.6
Lockheed L-1011-500 Tristar	908	276	—	1 219	—	23 029	134 745	4	9.8
MBB BO 105	213	2 649	57	1 060	5	7 947	635	3 (b)	3.7 (b)
McDonnell-Douglas DC10-10	2 118	394	—	3 214	—	105 004	611 216	6	17.6
McDonnell-Douglas DC8-54F/55F	624	—	203	—	840	—	—	8	5.5
McDonnell-Douglas DC9-10 to 40	228	585	—	526	—	35 463	14 015	2	8.7
McDonnell-Douglas DC-10-30	1 190	276	—	1 516	—	29 191	194 949	4	12.2
Piper PA23 Aztec (and Apache)	4	24	—	16	—	62	12	2	0.3
Piper PA31 Navajo (all Series)	201	933	—	749	—	3 082	782	12	2.3
Short SD 330	74	225	—	163	—	1 770	576	1	3.4
Sikorsky S61N	834	5 437	—	4 525	—	64 615	9 170	43 (b)	3.5 (b)
Sikorsky S58T	31	678	3	184	1	1 975	103	5	1.3
Vickers VC 10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 620	852	—	4 209	—	51 830	279 377	15	9.4
Vickers Viscount 700	133	333	—	439	—	6 987	4 456	6	1.9
Vickers Viscount 700D/800/810	1 722	5 634	4	5 844	6	239 859	79 060	37	5.5
Westland Wessex	46	974	—	332	—	4 565	215	3	3.5
TOTAL	56 821	69 301	2 589	99 588	6 647	3 631 267	7 241 561	556	6.5

(a) Excludes Gleneagle Helicopters

(b) Excludes North Scottish Helicopters

(c) Excludes Air Transcontinental

Aircraft Type and Utilisation — Individual Airlines Table 31.2

September 1979

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
British Airways									
HS748	81	370	—	292	—	9 044	2 253	2	4.9
Vickers Viscount 700D/800/810	802	2 854	—	2 845	—	127 620	38 320	20	4.7
BAC 111-300/400	670	1 280	—	1 459	—	70 002	35 745	7	7.0
BAC 111-500	1 694	3 339	—	3 604	—	230 752	113 966	18	6.0
Hawker Siddeley 121 Trident 2E	1 655	1 592	—	2 881	—	122 944	125 575	16	6.3
Aviation Traders Merchantman	274	—	326	—	614	—	—	5	3.7
Hawker Siddeley 121 Trident 1C	643	1 163	—	1 391	—	79 438	44 089	11	4.5
Hawker Siddeley 121 Trident 3B	2 392	3 401	—	4 794	—	368 957	253 560	25	6.3
Hawker Siddeley 121 Trident 1E	336	598	—	837	—	51 153	29 548	4	6.1
Vickers VC 10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 620	852	—	4 209	—	51 830	279 377	15	9.4
Lockheed L1011 Tristar	1 346	694	—	1 885	—	141 768	245 895	9	7.6
Boeing 707-320C/336	2 617	446	224	2 449	1 092	37 099	210 408	11	10.9
Lockheed L-1011-500 Tristar	908	276	—	1 219	—	23 029	134 745	4	9.8
Boeing 747-100	5 391	1 264	—	6 957	—	231 584	1 677 696	18	13.3
Boeing 747-200	2 859	570	—	3 155	—	88 698	770 720	8	13.2
BAC/Aerospatiale Concorde	829	148	—	584	—	8 992	63 570	5	4.1
TOTAL	25 117	18 847	550	38 561	1 706	1 642 910	4 025 469	179	7.5
British Airtours									
Boeing 707-420	1 812	926	—	2 687	—	156 222	303 442	9	10.5
British Airways Helicopters									
Sikorsky S61N	479	3 165	—	2 383	—	41 455	5 695	24	3.4
Sikorsky S.58T	11	197	—	62	—	1 009	55	2	1.2
Bell 212 Twin	21	783	—	116	—	4 681	127	2	1.7
TOTAL	511	4 145	—	2 561	—	47 145	5 877	28	3.1
British Caledonian Airways									
Piper PA31 Navajo (all Series)	38	208	—	209	—	600	110	2	3.3
BAC 111-200	585	1 429	—	1 443	—	68 107	30 139	7	6.8
BAC 111-500	1 223	1 286	41	2 285	48	101 114	108 486	9	9.0
Boeing 707-320C/336	1 288	268	106	1 230	481	16 999	77 060	9	7.9
McDonnell-Douglas DC-10-30	1 190	276	—	1 516	—	29 191	194 949	4	12.2
Sikorsky S61N	22	550	—	137	—	6 448	258	1	4.7
TOTAL	4 346	4 017	147	6 820	529	222 459	411 002	32	8.1
Air Anglia									
Fokker Friendship 100/600	485	1 524	—	1 442	—	27 285	11 453	10	6.0
Fokker F28 2000-6000	239	429	—	438	—	14 108	9 271	2	6.2
Piper PA31 Navajo (all Series)	143	635	—	464	—	2 268	623	7	2.4
TOTAL	867	2 588	—	2 344	—	43 661	21 348	19	4.6
Air Ecosse (Charters)									
Embraer Bandeirante	29	180	—	103	—	776	121	..	..
Air Europe									
Boeing 737-200	757	450	—	1 214	—	55 084	95 671	3	13.5
Air Freight									
DC3 Dakota/Pionair	12	—	57	—	61	—	—	4	0.5
Fairchild Hillier FH227B	66	—	215	—	216	—	—	2	3.2
TOTAL	78	—	272	—	277	—	—	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 September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
Air Kent									
Piper PA 31 Navajo (all Series)	20	90	—	76	—	214	49	2	1.2
Air Transcontinental Airlines									
Boeing 707-120/120B	460	248	—	641	—	—	59 070	..	..
Boeing 707-320/320B	—	—	—	—	—	—	—	..	..
TOTAL	460	248	—	641	—	—	59 070	..	..
Air-Bridge Carriers									
AW650 Argosy	60	—	132	—	183	—	—	3	1.8
Aviation Traders Merchantman	60	—	50	—	130	—	—	1	3.4
TOTAL	120	—	182	—	313	—	—	4	2.2
Alderney Air Ferries									
Britten-Norman Islander	10	86	—	51	—	535	65	1	1.9
Alidair									
Vickers Viscount 700	121	313	—	402	—	6 649	4 208	5	2.1
Aurigny Air Services									
Britten-Norman Trislander	131	2 231	—	635	—	25 533	1 468	7	3.3
Britten-Norman Islander	13	185	—	65	—	958	66	2	1.0
TOTAL	144	2 416	—	700	—	26 491	1 535	9	2.8
Aviation Beauport									
Britten-Norman Islander	10	176	—	73	—	906	53	2	0.8
Piper PA23 (Aztec & Apache)	—	—	—	—	—	—	—	1	—
Piper PA31 Navajo	—	—	—	—	—	—	—	1	—
TOTAL	10	176	—	73	—	906	53	4	0.8
B.E.A.S.									
Bell 212 Twin	113	4 974	—	754	—	27 037	609	5	4.5
Bristow Helicopters									
Sikorsky S61N	323	1 666	—	1 956	—	16 236	3 130	18	3.7
Westland Wessex	46	974	—	332	—	4 565	215	3	3.5
Sikorsky S.58T	13	375	—	85	—	557	19	2	1.6
Bell 212 Twin	9	84	—	62	—	438	46	5	0.5
Aérospatiale SA330J Puma	145	570	—	712	—	6 641	1 670	9	2.7
TOTAL	536	3 669	—	3 147	—	28 437	5 080	37	3.0
Britannia Airways									
Boeing 737-200	4 717	2 930	—	7 537	—	343 349	585 210	19	14.1
British Air Ferries									
HP Herald 100/200	87	193	5	302	7	1 678	2 123	7	0.8
British Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	624	—	203	—	840	—	—	6	5.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
British Island Airways									
HP Herald 100/200	890	3 245	344	3 369	189	92 738	21 074	20	6.7
Cessna 404 Titan	85	260	—	359	—	1 284	467	2	7.7
BAC 111-300/400	560	383	—	960	—	30 548	44 768	3	10.6
TOTAL	1 535	3 888	344	4 688	189	124 570	66 309	25	7.2
British Midland Airways									
Vickers Viscount 700D/800/810	608	1 909	—	2 071	—	81 997	28 212	10	7.5
McDonnell-Douglas DC9-10 to 40	228	585	—	526	—	35 463	14 015	2	8.7
Boeing 707-320C/336	682	458	—	1 031	—	25 376	76 725	5	7.3
TOTAL	1 518	2 952	—	3 628	—	142 836	118 952	17	7.6
Brymon Airways									
Britten-Norman Islander	24	104	—	119	—	287	66	1	3.2
DHC 6 Twin-Otter	115	610	—	518	—	6 226	1 322	3	5.6
HP Herald 100/200	—	—	—	—	—	—	—	1	4.1
TOTAL	139	714	—	637	—	6 513	1 388	5	4.8
Dan-Air Services									
HS 748	620	1 881	42	2 260	37	53 173	19 710	17	4.2
Vickers Viscount 700D/800/810	122	373	—	363	—	10 436	3 892	2	6.1
BAC 111-200	213	307	—	443	—	17 326	13 635	2	8.0
BAC 111-300/400	727	625	—	1 331	—	40 733	54 047	5	9.0
BAC 111-500	999	780	—	1 756	—	82 410	106 524	6	9.8
DH 106 Comet 4B/C	707	451	—	1 189	—	46 440	74 328	7	5.6
Boeing 727-100	1 782	962	—	2 728	—	117 017	222 244	8	11.2
Boeing 707-320/336	—	—	—	—	—	—	—	1	—
TOTAL	5 170	5 379	42	10 070	37	367 535	494 380	48	6.8
Express Air Services C.I.									
HP Herald 100/200	51	103	172	93	123	3 814	831	4	2.5
General Aviation Services									
DC3 Dakota/Pionair	16	—	34	—	71	—	—	2	2.0
Douglas DC-6A/6B/6C	15	—	37	—	59	—	—	2	0.9
TOTAL	32	—	71	—	130	—	—	4	1.5
Gleneagle Helicopters									
Bell 212 Twin	14	214	2	61	12	737	39	..	..
Guernsey Airlines									
Vickers Viscount 700	12	20	—	37	—	338	248	1	1.0
Haywards Aviation									
Britten-Norman Islander	17	84	—	85	—	488	104	1	3.0
Piper PA23 Aztec (and Apache)	4	24	—	16	—	62	12	1	0.6
TOTAL	21	108	—	101	—	550	115	2	1.8
Intra Airways									
DC3 Dakota/Pionair	15	169	—	92	—	4 054	339	2	1.5
Vickers Viscount 700D/800/810	139	305	—	398	—	11 582	6 407	3	5.1
TOTAL	154	474	—	490	—	15 636	6 746	5	3.5
Invicta International Airlines									
Bristol Britannia 300	45	—	34	—	99	—	—	2	1.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
Laker Airways									
BAC 111-300/400	1 023	657	—	1 670	—	47 490	75 914	5	11.3
McDonnell-Douglas DC10-10	2 118	394	—	3 214	—	105 004	611 216	6	17.6
Boeing 707-320C/336	561	214	—	777	—	28 402	85 134	2	11.4
TOTAL	3 702	1 265	—	5 661	—	180 896	772 264	13	14.1
Loganair									
Britten-Norman Trislander	110	578	—	463	—	4 349	986	7	2.1
Britten-Norman Islander	105	1 334	—	495	—	4 555	324	7	2.4
DHC 6 Twin-Otter	198	632	—	644	—	5 512	1 689	6	4.6
Short SD 330	74	225	—	163	—	1 770	576	1	3.4
TOTAL	488	2 769	—	1 765	—	16 186	3 575	21	3.0
Management Aviation									
Sikorsky S58T	7	106	3	37	1	409	29	1	1.1
MBB BO 105	55	1 152	57	271	5	3 456	162	3	3.7
Aerospatiale SA-365 Dauphin	23	214	36	100	5	1 284	132	1	3.4
TOTAL	85	1 472	96	408	10	5 149	323	5	3.1
Monarch Airlines									
BAC 111-500	493	366	—	860	—	36 868	51 210	3	10.9
Boeing 707-120/120B	218	132	—	335	—	22 201	35 072	1	10.5
Boeing 720/720B	1 085	606	—	1 625	—	85 625	166 162	5	10.9
TOTAL	1 796	1 104	—	2 820	—	144 694	252 444	9	10.9
North Scottish Helicopters									
Sikorsky S61N	10	56	—	49	—	476	87	..	..
MBB BO 105	158	1 497	—	789	—	4 491	473	..	..
Aerospatiale SA-365 Dauphin	38	845	—	151	—	5 069	227	..	..
TOTAL	206	2 398	—	989	—	10 036	787	..	..
Pelican Air Transport									
Boeing 707-320C/336	160	—	49	—	217	—	—	1	10.9
Redcoat Air Cargo									
Bristol Britannia 300	152	—	68	—	319	—	—	2	5.3
Scimitar Airlines									
Boeing 707-320C/336	173	—	48	—	399	—	—	2	6.9
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	51	193	4	167	6	8 224	2 228	2	3.1
Tradewinds Airways									
Canadair CL 44	46	—	18	—	95	—	—	1	4.5
Boeing 707-320C/336	446	—	151	—	616	—	—	3	6.4
TOTAL	492	—	169	—	711	—	—	4	5.8
Transmeridian Air Cargo									
Canadair CL 44	344	—	131	—	723	—	—	7	3.4
McDonnell-Douglas DC8 54F/55F	—	—	—	—	—	—	—	2	5.3
TOTAL	344	—	131	—	723	—	—	9	3.6
GRAND TOTAL	56 821	69 301	2 589	99 588	6 647	3 631 267	7 241 561	556	6.5

Operations Subject to Variable Charge by Type of Licence for September 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	794 676	545 267	111 478	433 788	68.6
Class 2	31 399	19 255	—	19 255	61.3
Class 3	171 365	151 136	—	151 136	88.1
Class 4	15 981	12 696	—	12 696	79.4
Class 5A	7 461	6 311	5 631	680	84.5
Class 6	62 182	39 174	39 174	—	62.9
Class 7	1 839	971	73	898	52.8
TOTAL	1 084 903	774 809	156 356	618 452	71.4
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	19 047	13 646	2 880	10 766	71.6
Exempt Services	71 673	33 089	9 081	24 008	46.1
Small Aircraft Operations	1 498	652	8	643	43.5
TOTAL	92 218	47 387	11 969	35 417	51.4
GRAND TOTAL	1 177 121	822 196	168 325	653 869	69.9

Output by Type of Licence and Aircraft Ownership for September 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	795 768	2 015	18 070	815 853
Class 2	31 399	—	—	31 399
Class 3	171 372	—	734	172 107
Class 4	15 981	1	—	15 983
Class 6	62 182	12 948	233	75 364
Class 7	2 238	—	—	2 238
Exempt Services	71 673	1 122	9	72 804
TOTAL	1 150 613	16 087	19 047	1 185 748
Class 5A	7 461	—	—	7 461
TOTAL	7 461	—	—	7 461
GRAND TOTAL	1 158 074	16 087	19 047	1 193 209

Public Transport Air-Taxi Operations

Table 34

July-September 1979

	No. Flights	A/C Rev Hours
Aerospatiale Alouette II	2	5.0
Aerospatiale SA-341G Gazelle	2	9.0
Beagle B121 Pup	1	1.1
Beagle 206	90	86.9
Beech 200 Super King Air	359	429.7
Beechcraft B55 Baron	39	33.8
Beechcraft B80 Queen Air	2	0.4
Beechcraft B90 King Air	316	477.0
Bell 47G	1 298	100.7
Bell 206 Jet Ranger	3 863	2 471.3
Bell 212 Twin	30	17.2
Britten-Norman Islander	789	342.2
Britten-Norman Trislander	196	134.0
Cessna 172 Skyhawk	208	221.4
Cessna 206 Super Skywagon	215	79.3
Cessna 310/320	700	580.1
Cessna 401/402/411/414/421	836	942.6
Cessna 404 Titan	410	490.4
Cessna 500 Citation	123	176.7
Dassault M20/F20	128	183.3
DH 104 Dove	32	17.0
DH 114 Heron	12	13.0
DHC 6 Twin-Otter	106	144.1
Ecureil	305	494.7
Embraer Bandeirante	2 279	2 516.0
Enstrom F28A/280	203	228.3
HS 125	2 135	2 414.9
Hughes 269A (300)	194	169.9
Hughes 369 (500)	195	95.4
Jetstream	55	82.8
MBB BO 105	265	163.4
Partenavia P68B Victor	282	267.7
Piper PA23 Aztec (and Apache)	6 414	6 601.8
Piper PA28 (and PA32) Cherokee	71	49.8
Piper PA30/39 Twin Comanche	263	327.8
Piper PA31 Navajo (All Series)	3 764	4 328.1
Piper PA34-200 Seneca	322	290.7
Sikorsky S58T	2	1.4
Sikorsky S61N	3	2.4
Ted Smith Aerostar 601P	99	559.0
Turbo Commander	12	47.0
ALL OPERATORS TOTAL	26 620	25 597.3

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

Appendix A Definitions—UK Airport Statistics (a)

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

MOVEMENTS

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

PASSENGERS

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

CARGO

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

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

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

Cabotage here includes traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands, other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)

Scheduled services are those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

Non-scheduled or charter services include all air transport movements other than scheduled services.

Appendix B Definitions—UK Airline Statistics ^(a)

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

CLASSES OF LICENCE

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

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

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

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

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

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

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

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

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

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

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

TYPES OF SERVICES

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

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

MEASURES AND THEIR COMPUTATION

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

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

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